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LONG BEACH AIRPORT SCOPING MEETING
PUBLIC FORUM

Held on: Thursday, October 16, 2003

Reported by: Gaye L. Limon, CSR No. 7416

<p style="text-align: right;">Page 2</p> <p>1 Long Beach Airport Scoping Meeting 2 Public Forum, reported by Gaye L. Limon, a Certified 3 Shorthand Reporter for the State of California, with 4 principal office in the County of Orange, commencing at 6:10 5 p.m., Thursday, October 16, 2003, at the Long Beach Energy 6 Department, 2400 Spring Street, Long Beach, California. 7 8 SPEAKERS: 9 Chris Eberhard 10 Mark Christoffel 11 Mike Mais 12 Chris Kunze 13 Kathleen Brady 14 15 PUBLIC SPEAKERS: 16 Dan Freleaux Barbara Shohe 17 Dr. Scott Green Mike Kowal 18 Francis Akiea Camie Dean 19 Ken Merrill Megan Egoscue 20 Larry Mebust Gerri Chizeck 21 Craig Carter Jan Mebust 22 Dominic Lavoie Jorge Lozano 23 Pat Mulligan Renee Monroy 24 Bruce Alton Thomas Crahan 25 Mildred Carr Merilee Atkinson 26 Jeff Cusso Tom Gill 27 Jan Sampson Neil Phoutries 28 Rae Gabelich Bruce Watkins 29 Tracy Egoscue Bill Cliatt 30 Albert Guerra Joe Sopo 31 Cathy Nelson Ryan Tico 32 James Kelly Claire Murray 33 Lynn Jensen Joe Valles 34 Joann Mattice Marcia Harris 35 James Kao Steve Ross 36 Hans Lees Andrew Gillis 37 Jane Nadeau Julie Mullan 38 Patrick O'Donnell</p>	<p style="text-align: right;">Page 4</p> <p>1 program. 2 With that, I'd like to introduce our team. 3 First, from the City, the project manager, city 4 engineer, Mark Christoffel. And I see Lonnie Mitchell, 5 operation superintendent at the airport. Also, Chris Kunze, 6 airport director, is here tonight walking around the back of 7 the room. Chris. 8 And Mike Mais. I don't see him right now but -- 9 he is here with his hand up, is city attorney for Long Beach. 10 And on the consulting team here, you can't miss 11 her, in the yellow is Kathleen Brady is with BonTerra 12 Consulting and that's -- she's on the project. 13 Vince Mistre is with Mistre-Greves & Associates, 14 noise analysts. 15 Matt Jones is also with Mistre-Greves. He has 16 his hand up. And he is the air quality expert. He will be 17 doing the air quality portion. 18 And Meyer Mohaddas was our traffic consultant. 19 They will be doing the traffic analysis for the project. 20 With that, I'd like to have -- Mark, are you 21 going to start off? -- Mark come up and make a few comments 22 for the City. 23 MR. MARK CHRISTOFFEL: Good evening. Thanks for coming 24 and we know how difficult it is to come out. And for those 25 of you who came on Saturday, welcome back.</p>
<p style="text-align: right;">Page 3</p> <p>1 Thursday, October 16, 2003 2 Long Beach, California 3 6:10 p.m. 4 * * * 5 MS. CHRIS EBERHARD: Okay. We will get started. Thank 6 you very much for coming this morning. Appreciate all of you 7 taking your time out of your busy evening. 8 My name is Chris Eberhard. I am with 9 CommuniQuest and part of the consulting team on EIR. I would 10 like to welcome you again and let you know there are 11 refreshments up here. Feel free to come up anytime and get 12 something to drink or munch on. Rest rooms are right outside 13 the door. 14 And I'd like to just for a couple minutes tell 15 you kind of what to expect from tonight. What we are going 16 to do -- some of you, I know, were here Saturday. I see some 17 familiar faces. What we are going to do is to have a short 18 presentation from the City and the consulting team so that 19 you know what the EIR is and what it isn't. And then we will 20 open it up for comments. 21 We have a court reporter here. Gaye is working 22 away already and she will be taking your comments. 23 There's a mike right here in the center of the 24 room that I will help bring you to, and we will talk a little 25 bit more about that just before we start that portion of the</p>	<p style="text-align: right;">Page 5</p> <p>1 What I would like to do is in layman's terms kind 2 of give you a little perspective of what's going on. 3 As you know, the airport has seen an increase in 4 its airline activity, in its passenger activity over the last 5 couple years. To accommodate that, the airport has had to 6 construct some temporary holdroom facilities. Those are the 7 areas brought in directly going through the clearing area and 8 you are held to actually board the aircraft. 9 If you have not been there recently, the way we 10 accommodate is with portable trailer units similar to the 11 type of units you see going into the grade schools for 12 additional classrooms. In addition to that, after 13 September 11 we have had to accommodate quite a few security 14 screening areas, baggage screening areas, and so forth; and, 15 of course, our parking situation has expanded with us now 16 leasing temporary parking from Boeing and creating a 17 temporary remote lot. 18 With respect to that, the City staff knew that we 19 couldn't live with temporary facilities forever. And what 20 we've looked at is replacing them with permanent facilities, 21 permanent buildings, parking structure, and some additional 22 facilities to accommodate TSA, Transportation Security 23 Agency. We brought those items forth almost two years ago to 24 the planning commission, got appealed and looked at by the 25 City Council.</p>

<p style="text-align: right;">Page 6</p> <p>1 The City Council said, Wait a second. We would 2 like to take a deeper look at this item before you go 3 forward. 4 The staff, what I perceive in layman's words, a 5 fact-finding mission but as we called an environment impact 6 report. That was approximately a year-and-a-half ago. We 7 went out to secure specialty services from consultants that 8 knew the various issues that we were going to look at. We 9 did that. We brought them on board. And this is the first 10 part of that process. 11 Basically, what we are doing here is we are 12 asking you for input on the items that we need to look at in 13 the Environmental Impact Report. The way I liken that I was 14 talking to my daughter at home and I said, The teacher's 15 giving you a topic paper and you've run off to the library. 16 Now you are pulling the research books you are going to have 17 to look at to do this topic paper. We have been given that 18 topic paper and we are at the library and pulling these 19 research papers out, and we have now come to you saying we 20 want you to pull out that book and we are interested in the 21 topic. We want you to look at that topic. 22 The reason I bring this up there will be a lot of 23 questions brought to us tonight. I want you to understand we 24 haven't written that paper yet. We are in the research mode. 25 So there will be a lot of questions. We welcome them but we</p>	<p style="text-align: right;">Page 8</p> <p>1 Environmental Impact Report, and then it goes back to the 2 City Council ultimately for approval. That's not expected to 3 happen until January of 2005 based on the current schedule. 4 What I am getting at is we are talking tonight 5 about facilities that I may not even be able to begin to 6 design nor -- or less construct until January 2005. 7 The other point I want to make is that a decision 8 by your elected officials is not expected from them until 9 that time. During the rest of this period, what they are 10 doing and you are doing is asking us for information. Your 11 Council's not going to be asked to be made a decision on 12 whether to build this project in December. They are not 13 going to be asked to make the decision whether to build this 14 project in the summer or out getting comments. That decision 15 will be made ultimately when they approve the final EIR which 16 I said will be somewhere in January of 2005. 17 With that we thought we would provide a little 18 more historical perspective on the current ordinances we have 19 in effect and the flight activity and where we are with 20 respect to that. 21 With that, Mike Mais, come forward. 22 MR. MAIS: Thanks, Mark. 23 I, too, recognize a lot of faces from the weekend 24 and I appreciate some of you who could come back. 25 Chris, when she introduced me, gave me a little</p>
<p style="text-align: right;">Page 7</p> <p>1 may not be able to answer them because we haven't done that 2 part of the process either. 3 What we're looking for are those questions, the 4 places you want us to look at. 5 With that in mind, I wanted to give you a little 6 bit of the timing, what happens after this -- you give us the 7 comments of what we should go look at. We will go back to 8 the City Counsel with what we would call a final scope of 9 work on the EIR saying this is what we believe we need to 10 research, the books, what we'd we need to pull out and do our 11 study on. That will happen in December. It will take us 12 six, seven months to do that research. So there will be no 13 more sight of us during that period. 14 Come the summer, we will have finished a draft 15 document with our research. We will bring that to the public 16 to you folks and say, Okay. This is what you told us to look 17 at. This is what we found. 18 If we make that available to you for a 45-day 19 comment period, we won't conduct public meetings. We get 20 your input. This is your chance to say, We don't think you 21 did the research right or we liked what you looked at. You 22 missed something. That's not what I wanted you to do. And 23 you provide us additional comments. 24 We will go away again for another couple months 25 to answer all of those questions, put together a final draft</p>	<p style="text-align: right;">Page 9</p> <p>1 bit of a promotion. I am actually not the city attorney for 2 the City of Long Beach. I am one of the deputies that works 3 in the office. But one of my primary responsibilities in the 4 office is to do the legal work out at the airport. They have 5 asked me to come and speak to tonight is to give you a little 6 bit of background about how we got to our current Noise 7 Compatibility Ordinance. 8 For those of you that have been following this 9 issue over the last six months or a year, some of you many, 10 many years longer than that, what we currently have in Long 11 Beach is a Noise Compatibility Ordinance that allows the air 12 carriers to have 41 slots. What a slot is it equals one 13 landing, one takeoff. So at any given time there can be up 14 to 41 air carrier slots, one landing, one takeoff, per day. 15 In addition, there's also the possibility for 25 16 commuter slots out at the airport. A commuter jet is smaller 17 than a regular -- what you might think of as a regular 18 passenger jet. The way we figure a commuter jet is by the 19 size of the airplane. It is 75,000 pounds or less. And 20 Chris Kunze can probably tell you a little bit better but 21 what he can tell you what a lot of people are concerned how 22 big is a commuter jet. It's 75,000 pounds. Depending how it 23 is configured, it could hold, maybe, 50 to 75 passengers. 24 Is that right, Chris? 25 How did we get to where we are with the current</p>

<p style="text-align: right;">Page 10</p> <p>1 ordinance?</p> <p>2 Back in 1981 the City passed its first Noise</p> <p>3 Compatibility Ordinance and that ordinance limited the number</p> <p>4 of flights or slots to 15 per day. The air carriers back in</p> <p>5 '81 challenged that in federal court. There was a long</p> <p>6 series of lawsuits from 1981 to 1986.</p> <p>7 In 1986 the City passed their second Noise</p> <p>8 Compatibility Ordinance after an adverse ruling in the</p> <p>9 federal court. The second ordinance limited the number of</p> <p>10 slots -- and I am just talking about the air carrier slots</p> <p>11 right now -- limited the number of slots to 32 per day. This</p> <p>12 was back in 1986.</p> <p>13 The air carriers came in again and challenged</p> <p>14 those 32 slots. They felt it was too restrictive, too</p> <p>15 limiting on their ability to operate out of the airport.</p> <p>16 They again filed a lawsuit in federal court.</p> <p>17 After many, many years, 11 years, of litigation,</p> <p>18 ultimately, the federal court entered a judgment based on the</p> <p>19 stipulation of the parties and agreed-to judgment after the</p> <p>20 City -- well, there was an adverse judgment that was later</p> <p>21 settled and that is the judgment that was entered in 1995</p> <p>22 that allowed for current regulatory scheme that we have which</p> <p>23 is the 41 commercial slots and the 25 commuter slots.</p> <p>24 From 1995 to, roughly, 2001, we didn't have to</p> <p>25 have meetings like this, quite frankly, because there was</p>	<p style="text-align: right;">Page 12</p> <p>1 So any of the carriers that are out at the</p> <p>2 airport right now are not in a position to challenge our</p> <p>3 current ordinance.</p> <p>4 The critical thing from the City standpoint, the</p> <p>5 City Attorney standpoint, the airport standpoint is to</p> <p>6 maintain the ordinance that we currently have in effect.</p> <p>7 When our noise expert speaks, if he speaks tonight, he will</p> <p>8 tell you Long Beach is one of the handful of airports in the</p> <p>9 country that is able to have any sort of control over their</p> <p>10 local airport.</p> <p>11 In 1990, the federal government passed what's</p> <p>12 called the Airport Noise and Capacity Act of 1990, and what</p> <p>13 that did it was a compromise between the air carriers and the</p> <p>14 municipal airports around the country. It made the air</p> <p>15 carriers start flying quieter aircraft which are referred to</p> <p>16 as Stage 3 aircraft which was significantly quieter than the</p> <p>17 airplanes that you would have prior to 1990.</p> <p>18 As a trade off for that, what the federal</p> <p>19 government did is they said, Okay, Cities, you are going to</p> <p>20 have quieter planes but you can't have any curfews. You</p> <p>21 can't have any restrictions on the number of slots, the</p> <p>22 number of flights, that come in.</p> <p>23 What the City did, I told you we were in</p> <p>24 litigation from '86 to '95, as part of this litigation, we</p> <p>25 were able to negotiate with the federal government, the FAA;</p>
<p style="text-align: right;">Page 11</p> <p>1 very little activity out at the airport. We never flew any</p> <p>2 of the commuter slots in that period and only a relatively</p> <p>3 minor number of the commercial slots, maybe 15 slots, maybe</p> <p>4 18 slots, but pretty much around 12 to 15 slots at any given</p> <p>5 time.</p> <p>6 In 2001 JetBlue came to Long Beach and at that</p> <p>7 time there were 27 available slots. All of those slots were</p> <p>8 allocated to JetBlue, which took up the whole 41 slots.</p> <p>9 There were no commuter slots and I believe there were no</p> <p>10 commuter flights. I believe there were still no more</p> <p>11 commuter flights out at the airport.</p> <p>12 Chris had confirmed that.</p> <p>13 What happened in 2001 the City allocated all of</p> <p>14 the 41 slots. Shortly after, American Airlines and one of</p> <p>15 the other carriers, actually, two of the other carriers,</p> <p>16 challenged the allocation of those 27 slots to JetBlue. They</p> <p>17 never actually sued us in federal court. We went through a</p> <p>18 long series of mediations with the FAA, the involved air</p> <p>19 carriers, including JetBlue, American Airlines, Alaska, UPS,</p> <p>20 some of our cargo carriers; and what we ended up with after</p> <p>21 basically 18 months of negotiation is a commitment by the</p> <p>22 carriers that are currently out at the airport that they</p> <p>23 would abide by the 41-slot and 25-commuter-slot regulation</p> <p>24 that we have in place. That agreement is effective through</p> <p>25 the year 2008.</p>	<p style="text-align: right;">Page 13</p> <p>1 and we negotiated an exemption from that 1990 law, that</p> <p>2 Airport Noise and Capacity Act. If we didn't have that</p> <p>3 exemption, we would be like many of the other airports around</p> <p>4 the country, LAX, a lot of the ones that you would be</p> <p>5 familiar with that are not slot controlled, and that, quite</p> <p>6 frankly, are not curfew controlled and can have as many slots</p> <p>7 or as many flights per day as the carriers want to fly into</p> <p>8 their airport.</p> <p>9 Our main concern is to make sure that we are able</p> <p>10 for sometime in the future to maintain our current exemption</p> <p>11 from the federal law so we can have the curfew restrictions</p> <p>12 and the slot restrictions that we have.</p> <p>13 So that pretty much in a nutshell is the</p> <p>14 background that brings you current. Thank you.</p> <p>15 MS. CHRIS EBERHARD: A couple other things and Sharon</p> <p>16 tells me that you are going to take just a couple minutes to</p> <p>17 move the tables since more people are coming in. We need</p> <p>18 more chairs.</p> <p>19 There are a few single seats spread throughout.</p> <p>20 If you are brave enough to come out to the front, I can point</p> <p>21 those out to you.</p> <p>22 While they're doing that, I'd like to let you</p> <p>23 know Angela Reynolds from the City Building and Planning</p> <p>24 Department also came in. She is on the comment card that you</p> <p>25 send your comments to, if you do send them in, which is</p>

<p style="text-align: right;">Page 14</p> <p>1 something I failed to mention at the beginning.</p> <p>2 There are really three or four ways that you can</p> <p>3 respond with comments. One is tonight when you come up, and</p> <p>4 it's the only way if you make comments, and hopefully you</p> <p>5 won't, it won't be heard and the court reporter won't hear it</p> <p>6 unless you are at the microphone. So once we have this brief</p> <p>7 presentation by Kathleen on what's actually in the EIR, we</p> <p>8 will start that process and one by one you can come up and</p> <p>9 make your comments and that will go to the court reporter and</p> <p>10 that will be testimony as part of the record.</p> <p>11 Also, you can do it -- for those of you who like</p> <p>12 the internet, you can do it as an e-mail. The only</p> <p>13 requirement is that it cannot be more than 500 words and you</p> <p>14 can't have attachments because of city constraints. It would</p> <p>15 overload the system or something. But you can e-mail your</p> <p>16 comments in.</p> <p>17 You can also take the card that we give you</p> <p>18 tonight and send that in and that's the same or you can write</p> <p>19 your own letter. If you have a lot to say and have</p> <p>20 attachments, you can use the address that's on the postcard</p> <p>21 and then send that in. All of those methods are equal. In</p> <p>22 other words, making your comment tonight isn't any more valid</p> <p>23 than your e-mail. It is of equal weight in terms of record.</p> <p>24 Also, there are several public officials in the</p> <p>25 audience tonight I would like to recognize.</p>	<p style="text-align: right;">Page 16</p> <p>1 So with that, I will identify the issues that</p> <p>2 have been identified that will be addressed in the</p> <p>3 Environmental Impact Report.</p> <p>4 As part of that process, we prepared what's</p> <p>5 called an Initial Study where we take a checklist of lots of</p> <p>6 questions and try to determine what the potential for impact</p> <p>7 is. And if we feel there's a potential for a significant</p> <p>8 impact, we identified that those would be the issues that</p> <p>9 will be addressed in the Environmental Impact Report. And</p> <p>10 the topics that have been identified are Aesthetics, air</p> <p>11 quality, biological resources, cultural resources, geology</p> <p>12 and soils, hazards and hazardous materials, land use and</p> <p>13 planning, noise, public services, and transportation.</p> <p>14 And that order was alphabetical, not necessarily</p> <p>15 in the order of importance, and I can go into what we are</p> <p>16 going to address in those. It is also outlined in the notice</p> <p>17 of preparation which has that initial study that is on the</p> <p>18 web site, the City's web site, or for those who don't have</p> <p>19 internet access, I do have some copies available today.</p> <p>20 Catch me and I will give you a copy of it. And that goes</p> <p>21 into detail.</p> <p>22 So rather than taking up everyone's time and</p> <p>23 going through that, it's probably better for you to look at</p> <p>24 that and reference it.</p> <p>25 One of the key things to know is what are</p>
<p style="text-align: right;">Page 15</p> <p>1 I see Councilman Dennis Carroll from the Fourth</p> <p>2 District and also Dan Baker from the Second District is here</p> <p>3 and Ray Pock, the chief of staff for Tonia Reyes Uranga is</p> <p>4 also present.</p> <p>5 Is there anyone else, public official?</p> <p>6 Rob Webb. Thank you.</p> <p>7 All right. With that, I think we're good to go.</p> <p>8 Kathleen does have a brief presentation. It is probably</p> <p>9 going to raise a lot of questions and comments. I do beg</p> <p>10 your indulgence that you will have time to make them and,</p> <p>11 again, hold them if you can because they won't be recorded by</p> <p>12 the court reporter. She's going to do it now.</p> <p>13 MS. KATHLEEN BRADY: Thank you, Chris.</p> <p>14 I will try to make this real brief. I know you</p> <p>15 have a lot of comments. You want to get started on making</p> <p>16 your comments. Many of the points I was going to make have</p> <p>17 already been brought up as far as providing your comments. I</p> <p>18 am not sure the date has been given. Get your comments in by</p> <p>19 October 23. That's the end of the scoping period. So if you</p> <p>20 can send in your letters or your comment cards, or what have</p> <p>21 you, e-mails by October 23, that would be great. And the</p> <p>22 address is on the postcards that were on the tables that were</p> <p>23 set up. But if anyone has any questions, they can't find one</p> <p>24 of those postcards, let me know. It is also in the handout</p> <p>25 as you came in.</p>	<p style="text-align: right;">Page 17</p> <p>1 Environmental Impact Reports addressing? And what that is we</p> <p>2 are looking at improvements to the terminal area. We are not</p> <p>3 looking at adding anymore flights. We are not looking at</p> <p>4 changing the noise ordinance, we are not looking at changing</p> <p>5 the type of aircraft or the operations at the airport. We</p> <p>6 are looking at adding some facilities so that the terminal is</p> <p>7 more usable.</p> <p>8 And one of the things we have done we have put</p> <p>9 together a board as far as what's existing including the</p> <p>10 temporary facilities and then what's proposed. And people</p> <p>11 may at the end want to come up and take a look at it but I</p> <p>12 will going through it quickly.</p> <p>13 For the holdrooms, right now there's 19,650</p> <p>14 square feet. And what's being proposed is with the existing</p> <p>15 temporary facility, the existing plus the proposed, we come</p> <p>16 up to 26,500 feet. So roughly a 7,000 square foot increase.</p> <p>17 For passenger security screening, there's 3,940</p> <p>18 square feet. The -- with the improvements, there would be</p> <p>19 between 7- and 9,000 square feet. The airport is working</p> <p>20 with the TSA, the Transportation Security Agency, so that</p> <p>21 they can have what they need to meet the federal standards.</p> <p>22 For concession areas, right now there's 400</p> <p>23 square feet. They're proposing to take this to between 2-</p> <p>24 to -- 3,000 to 5,000 square feet.</p> <p>25 For baggage security screening, right now there's</p>

<p style="text-align: right;">Page 18</p> <p>1 5,000 square feet and that's also a lot to get to closed. It 2 is coming with a canopy, and TSA has even admitted that it 3 will be required that will be enclosed in the building 4 because of the sensitivity of the type of equipment that they 5 have. So that will go from the 5,000 square feet to 7- to 6 10,000 square feet. 7 For the south baggage claim belts, there's a 130 8 linear feet. That's the area for the passengers to come up 9 and claim their luggage. It will be increased to 380. 10 For the north baggage claim, it will stay the 11 same, the 96 linear feet that's there. 12 For the parking spaces total, including the 13 leases, there's 4,950 spaces, though that includes roughly -- 14 that includes the employee and rental car spaces. And 15 there'll be a total of 5,050 spaces which results in a -- 16 just a slight increase of total spaces available because 17 there will still be employee and rental car spaces. 18 For the air carrier parking, there's 10 spaces 19 now. There'll be 16 spaces, and this will serve the same 20 number of flights. And it's -- the precise location layout 21 will be determined as the EIR is being prepared. 22 So with that I think we are probably ready to 23 turn it over to start getting comments because that's really 24 the point of today's meeting. 25 MS. CHRIS EBERHARD: Thank you, Kathleen.</p>	<p style="text-align: right;">Page 20</p> <p>1 strongly enter into the equation. 2 You're attempting to expand the airport to 3 accommodate what is already an untenable situation. 4 Expanding the airport to accommodate what we have now -- 5 6 (Audience Applause.) 7 8 MS. CHRIS EBERHARD: When they clap, you are going to 9 need to wait. Please don't clap because the court reporter, 10 her ears are human and she can't hear over that. I 11 appreciate that you support it. 12 A VOICE IN THE AUDIENCE: Now you know how we feel. We 13 try to talk over the airport. 14 MR. DAN FRELEAUX: You see what our concerns are what 15 we are going through right now are not acceptable to us as 16 the citizens of Long Beach, and we found out last Saturday 17 citizens of Huntington Beach also. The community from 18 Huntington Beach came in. A physician who resides there 19 brought in a letter put together by their community to 20 complain about disruption to their homes, their standard of 21 life, what they expect to be subjected to in their homes and 22 community. And it is happening here. It is happening here 23 in Long Beach. 24 Anyway, this is somewhat a repeat of a question I 25 asked last Saturday and the question was is the EIR going to</p>
<p style="text-align: right;">Page 19</p> <p>1 As I mentioned, what we will do now is if, one by 2 one, if you would, come forward. Those of you -- many of you 3 may not be interested in making public comments. That's 4 fine. I am not saying you have to. But I know some people 5 are here because they do want to make a public comment. 6 We have a microphone right here. If you would, 7 come forward and form a line so that it can move fairly 8 rapidly. If there are a number of you, I'd say three or 9 four, and then as somebody wants to speak just kind of keep 10 it three or four people continuously. 11 Please state your name and spell your name for 12 Gaye so that she can get it on the record. And make your 13 comments. And, again, there's rest rooms outside, something 14 over here to drink if you need it. And let's get started. 15 MR. DAN FRELEAUX: Hello. My name is Dan Freleaux. I 16 reside in 5451 Stearns Street, Los Altos area. 17 I was woken Monday morning before 5:00 A.M. by a 18 jet passing. A lot of our concerns, I expect, if today is 19 anything like last Saturday, a lot of what is going to be 20 said doesn't really address what I fear the EIR is going to 21 be limited to. The EIR is a study about the expansion of the 22 airport terminal, X number of square fee here, X number of 23 square feet there, more parking, what have you. 24 What I heard last Saturday and what I feel goes 25 way beyond square footage. However, the square footage does</p>	<p style="text-align: right;">Page 21</p> <p>1 go beyond the scope of just the added square footage and 2 parking to address what the expansion of the airport is 3 likely going to do to us? It is going to make a larger 4 advantage to the FAA, airlines coming in saying, Hey, you've 5 got more room. You were able to do 41 with what you had and 6 now you ought to be able to handle more flights. We're 7 terrified by this development. Thank you very much. 8 9 (Audience Applause.) 10 11 MS. CHRIS EBERHARD: Thank you. 12 A VOICE IN THE AUDIENCE: Would you like to answer his 13 question? 14 MR. CHRIS KUNZE: I will try to answer that question. 15 There's no definitive answer other than the only thing that 16 controls the amount of flight activity at Long Beach other 17 than the marketplace is the Noise Compatibility Ordinance. 18 This was mentioned by Mike. It is one of five or six 19 airports in the United States that has been allowed to have 20 controls over the amount of flights and type of noise. It is 21 grandfathered under federal legislation. As a community, 22 that is our best bet for protecting us in the future, and it 23 is something we need to be watching in the future because on 24 a regional basis for those of you who are -- there is 25 currently a problem and will be a problem in the future in</p>

<p style="text-align: right;">Page 22</p> <p>1 terms of airport capacity.</p> <p>2 Right now we and John Wayne are the only two</p> <p>3 airports that have federally recognized noise controls. The</p> <p>4 only basis for that control is noise and that was really</p> <p>5 generated over 13 years of litigation at the federal court,</p> <p>6 the appellate court level and then politically being</p> <p>7 grandfathered into the 1990 act if you will.</p> <p>8 John Wayne has also been grandfathered although</p> <p>9 they have three times more activity -- almost four times more</p> <p>10 activity than we do.</p> <p>11 There's really no case in U.S. history where the</p> <p>12 federal government has come in and forced people to take more</p> <p>13 activity because of your capacity. We have what really</p> <p>14 governs our capacity is our runway. Without one runway, you</p> <p>15 can look at other airports, John Wayne is one, they are going</p> <p>16 out to 10.8 million passengers on one runway. Lindberg Field</p> <p>17 is 15 million. So, really, that's what generates the</p> <p>18 ultimate control of capacity.</p> <p>19 So our basis for local control is our noise</p> <p>20 ordinance that was grandfathered in. If we increase the size</p> <p>21 of our holdroom by 5% or 10%, it's my opinion, again, only my</p> <p>22 opinion, that is not going to have any basis for anybody</p> <p>23 coming in and suing to be able to get more flights in the</p> <p>24 airport. We have to stand by our noise ordinance. That's</p> <p>25 what gives us that local control.</p>	<p style="text-align: right;">Page 24</p> <p>1 that are going to be making those decisions as what goes into</p> <p>2 the scope.</p> <p>3 I have a letter and -- but I won't read the</p> <p>4 entire text but will go into the summary.</p> <p>5 MS. CHRIS EBERHARD: Try and keep it quite brief.</p> <p>6 DR. SCOTT GREEN: I think it is important for everybody</p> <p>7 here.</p> <p>8 "At Saturday's public scoping meeting, the City</p> <p>9 of Long Beach stated that the ground rules and the scope of</p> <p>10 the EIR consultants assume the projects do not address the</p> <p>11 flight operations and their environmental impacts," which is</p> <p>12 what the gentleman just stated. "Many public inputs from</p> <p>13 numerous sources requested this assumption be changed and</p> <p>14 flight operations be included in the EIR.</p> <p>15 "Thus, there are several opinions regarding</p> <p>16 recommended scope of the EIR and the questions is who plays</p> <p>17 the role of the mediator?</p> <p>18 "According to the CEQA guidelines, as I'm sure</p> <p>19 you know, it is the lead agency who ultimately defines the</p> <p>20 scope. In this situation, however, the City of Long Beach is</p> <p>21 not only the lead agency, they are also the responsible</p> <p>22 agency preparing the EIR and they are the proprietors of the</p> <p>23 Long Beach Airport who has the most to gain from a</p> <p>24 narrowly-scoped EIR. This poses a significant challenge to</p> <p>25 the lead agency to remain impartial, just, and unbiased.</p>
<p style="text-align: right;">Page 23</p> <p>1 MS. CHRIS EBERHARD: That was Chris Kunze, airport</p> <p>2 manager at the airport.</p> <p>3 Yes. Go ahead. Spell your name.</p> <p>4 DR. SCOTT GREEN: Yes. My name is Dr. Scott Green,</p> <p>5 S-c-o-t-t, G-r-e-e-n, and I'm from Huntington Beach. I'm the</p> <p>6 gentleman that the previous speaker referred to.</p> <p>7 Let me first say I am not a physician. I am</p> <p>8 using my formal name because I have a Ph.D. in aerospace</p> <p>9 engineering, and I have done graduate and professional</p> <p>10 research in the area of acoustics. As a consequence, it</p> <p>11 gives me some technical understanding of some of the issues</p> <p>12 here, although I am not an expert in airport noise yet.</p> <p>13 Let me also say one thing related to the noise</p> <p>14 ordinance. Long Beach Airport is actually one of the few</p> <p>15 airports in the world that is so surrounded by a residential</p> <p>16 area. So it is not surprising that they would have a very</p> <p>17 strict noise ordinance.</p> <p>18 I also was here on Saturday's meeting and I was</p> <p>19 left with an uneasy feeling that many of our public inputs,</p> <p>20 though they are being diligently recorded, are not making</p> <p>21 much of an impact on City officials and people making the</p> <p>22 decisions what goes into the scope of the EIR.</p> <p>23 As a consequence, I did some research into the</p> <p>24 CEQA guidelines. I would like to share that information with</p> <p>25 those of you here and the -- particularly with the people</p>	<p style="text-align: right;">Page 25</p> <p>1 "Fortunately, there's specific guidelines in the</p> <p>2 CEQA to determine what is included in the scope of the</p> <p>3 project. Section 15064 draws a long list. One pertinent</p> <p>4 section reads, 'The lead agency shall,' and that word shall</p> <p>5 means that it is mandatory, "consider reasonably foreseeable</p> <p>6 indirect physical changes in the environment which may be</p> <p>7 caused by the project."</p> <p>8 According to that section, again, that's a</p> <p>9 mandatory statement. My letter includes detailed references</p> <p>10 to the CEQA guidelines as to why flight operations satisfies</p> <p>11 the reasonably foreseeable indirect physical change</p> <p>12 definitions, but I won't get into that area.</p> <p>13 "My argument is basically this, more people imply</p> <p>14 more weight, more fuel consumption, more pollution, more</p> <p>15 noise on approach and departure. That air and noise</p> <p>16 pollution impact comes, not only at the airport, but also</p> <p>17 during flight operations in the surrounding communities.</p> <p>18 Thus, flight operations and their associated environmental</p> <p>19 impacts are an indirect physical change resulting from this</p> <p>20 project and, as such, are mandatory issue that must be</p> <p>21 included in the scope of the EIR.</p> <p>22 "Simply because temporary passenger capacity was</p> <p>23 added by the airport without a comprehensive EIR does not</p> <p>24 preclude the inclusion of the increased passenger capacity</p> <p>25 when a permanent facility is proposed and the associated EIR</p>

<p style="text-align: right;">Page 26</p> <p>1 is initiated. The proposed project is a capacity change of 2 permanent airport facility from accommodations for 3 approximately 1 million to accommodations for 3.8 million 4 annual passengers nearly quadrupling the permanent capacity 5 of the airport. 6 "Undoubted, the proprietors of the Long Beach 7 Airport are feeling the pressure to accommodate the growing 8 legions of passengers generated by the 41/25 flight 9 combination. We, the public in the impacted area, feel that 10 same pressure 41 times each day. So we can certainly relate 11 to their distress. However, that mounting pressure does not 12 inherently deny the public of their legal rights to a fair 13 and comprehensive review of environmental impacts resulting 14 from either those expanding accommodations or their indirect 15 implications." 16 Let me end with a question. 17 If the EIR scope is expanded to include flight 18 operations, which I believe is mandatory based on the CEQA 19 guidelines, what additional studies do the consultants 20 recommend be included? Thank you. 21 22 (Audience applause.) 23 24 MS. CHRIS EBERHARD: Yes, sir. 25 MR. FRANCIS AKIEA: Francis Akiea.</p>	<p style="text-align: right;">Page 28</p> <p>1 We need things like stadium where we will go to 2 have forums. We need things like college, conversational 3 activity, general activity should be taking place. And I 4 must say that it is a very wrong priority, misplaced 5 priority, if this airport expansion goes. A lot of people, a 6 lot of residents have not full knowledge about it, and I wish 7 that the publicity for the concerned residents living within 8 the airport facility. And with this I must say that you have 9 to put into concentration the relevant environmental 10 hazardness. And the nights so tremendous at times -- if you 11 get to stand outside your house and see the pollution, what 12 is coming out of the aircraft when it is landing, or you 13 don't need to say that you are going to expand because we 14 know all these things you are saying now is just a plan to 15 expand and accommodate more aircraft and that is bad. Thank 16 you very much. 17 18 (Audience Applause.) 19 20 MS. CHRIS EBERHARD: Thank you. 21 As much as possible -- you notice I haven't set a 22 three-minute limit and I will try not to, but I do want to 23 make sure that everybody that has comments regarding the EIR 24 gets heard tonight. So please try and keep your comments 25 to -- I realize there's a lot of frustrations and a lot of</p>
<p style="text-align: right;">Page 27</p> <p>1 MS. CHRIS EBERHARD: Can you spell it. 2 MR. FRANCIS AKIEA: A-k-i-e-a. 3 I live within the Fourth district and just at the 4 peak path of the airline landing. 5 And I was so fascinated on Tuesday when the 6 gentleman there, I don't know his name, thank you very much, 7 the City Council directed everything about the airport and 8 the flights are coming. I'd just like to say that most of 9 the people who are doing the EIR are members of the planning 10 committee, do not live within the airport. Because, if you 11 live within the neighborhood, you will be able to know what 12 we are undergoing. 13 One, you don't think about the health hazards of 14 our kids, of our elderly ones, of our schools and most 15 especially the flights that they say are coming every day is 16 airport. Is not the correct number. So I am saying that if 17 41 carries a burden on the residents. I am not going to say 18 particularly one district but the whole district because when 19 they are landing, it is just by the roof of our building, the 20 roof of our buildings. 21 You can imagine a little child jumped on my bed 22 with my wife at about 2:30 in the morning for fear at the 23 noise of the aircraft landing at the Long Beach Airport. 24 That was very amazing. And it is time to say that City 25 Council should think again.</p>	<p style="text-align: right;">Page 29</p> <p>1 emotions in the room, but it will help if you can keep your 2 comments regarding this project. I would appreciate it. 3 Thank you. 4 Yes, sir. Your name. 5 MR. KEN MERRILL: Hi, everybody. My name is Ken 6 Merrill. I'm a resident in Bixby Terrace so I am affected by 7 airport issues. 8 My comments still with the following. An 9 important contextual matter to the Environmental Impact 10 Report, an important fact that the report should recognize is 11 that the airport is currently are in violation, that is, the 12 noise bucket is being exceeded. That is a very important 13 point for -- 14 15 (Audience Applause.) 16 17 MR. KEN MERRILL: -- and it is very relevant to what 18 issues the Impact Report should address, that is that an 19 important environmental factor; i.e., excessive noise, as 20 defined by our City Council, exists -- currently exists 21 caused by the airlines. That is an environmental condition 22 that exists. Okay. 23 The question the report should address is what 24 impact will the improvements have on the continuation of a 25 condition of excess noise? What impact will those</p>

<p style="text-align: right;">Page 30</p> <p>1 improvements have on the continuing excess noise? 2 It seems to me that you are basically enabling 3 the airlines to continue a violative condition. You are 4 encouraging them to do so. 5 Put another way, if you are in an area where 6 there are excess bear attacks, you don't make the environment 7 more comfortable for the bears because more bears they'll 8 feel comfortable, they'll come, and you will have a continued 9 violative situation. Thank you very much. 10 11 (Audience Applause.) 12 13 MS. CHRIS EBERHARD: Sir, she didn't get -- could you 14 spell your name. 15 MR. KEN MERRILL: Ken Merrill, M-e-r-r-i-l-l. 16 MS. CHRIS EBERHARD: The airport director is going to 17 comment before the last speaker. 18 MR. CHRIS KUNZE: Thank you. I want to give you a 19 little bit of additional information. As was mentioned, the 20 existing noise rules, there was a full EIR on that. If you 21 look on the board over there, it does say -- and, again, our 22 environmental experts and our attorneys are here to address 23 it, but we are going to be looking at the current noise 24 levels, the current air quality impacts based on the existing 25 levels of activity. So that is already in the scope.</p>	<p style="text-align: right;">Page 32</p> <p>1 (Audience Applause.) 2 3 MR. LARRY MEBUST: Why can't that happen? Okay. 4 Now, I have another statement. I have a 5 statement. I am going to submit my comments. They will be 6 written. They will be with attachments. I have lots of 7 them. 8 I'm a high time pilot. I really urge the runway 9 25 right any use for jet traffic be included within the scope 10 of the EIR as part of the impact, the potential impact. I 11 have good reason for that. So until recently and anybody 12 that lives in Cal Heights knows this, lived there any amount 13 of time, it was limited mainly the smaller aircraft except in 14 rare emergency incidents when 3012 couldn't be used. Well, 15 ramping up the flights has most certainly made it start being 16 used. It woke us up. So I don't know if this is new policy 17 or policy that was instituted a long time ago. I would like 18 to have Chris told me what date utilizing runway 25 right for 19 jet traffic was actually taken for policy. 20 Anyway, the new runway design that's going to 21 require 25 right to be used, they say for seven or eight 22 Saturdays, we are getting a dose of it every week, but they 23 say seven or eight Saturdays. And they promised some 24 mitigation on that. But it's all soft, it's all fuzzy. 25 There's no absolute hard limit. You expand this terminal,</p>
<p style="text-align: right;">Page 31</p> <p>1 Another thing that happened Tuesday night at the 2 City Council meeting, they asked staff to do two things and 3 to report back in December when we report back with a 4 proposed scope. One is to look at including a health risk 5 assessment based on the 41-flight and 25-commuter-flight 6 scenario. In addition to that, another report looking at 7 what the costs would be, time lines, those kind of things on 8 doing a full health risk assessment for the whole city which 9 would include things like the port, 710, and the airport 10 would be a piece of that. For those of you who aren't aware 11 of that, I want to give you that background information. 12 MS. CHRIS EBERHARD: Your name and spell it. 13 MR. LARRY MEBUST: My name is Larry Mebust. I live in 14 California Heights. I live directly off the end of 25 right. 15 Couple of quick comments. One with council the other night, 16 Chris, was health assessment that is quite apart from this 17 EIR and it doesn't include it automatically in the EIR. So 18 people can be aware of that, too. 19 Another comment, the good doctor made some 20 wonderful points, and to paraphrase him, the fox is designing 21 within the realm of the hen house that he guards. You know, 22 I could go hunt for quite a while. 23 I have a question. Why can we not have a 24 completely independent group do the EIR for us? 25</p>	<p style="text-align: right;">Page 33</p> <p>1 you get more flights, 25 right becomes a runway. You know, 2 there is no mitigation. There's nothing in writing about 3 that. 4 Now, since my testimony a couple weeks with the 5 City Council where I wasn't allowed to use a PowerPoint 6 presentation to show the impacts to the Council, I've learned 7 that the runway rebuilt, okay, and it ties right back to what 8 we are talking about tonight, it's all one piece of work. 9 The runway rebuilt contract is -- was initiated under a 10 waiver from any EIR requirements under 15301 CEQA and -- but 11 conveniently the only thing in the waiver requirement that 12 was filed, okay, is the statement of work for the runway, an 13 existing facility. CEQA says you can't use that waiver if 14 you cause new damage. And I'll tell you if the flights over 15 my house with these jets isn't new damage, you know, I got a 16 bridge for you. 17 So I requested 25 right be a part of this EIR and 18 the impacts, not only Cal Heights but east Long Beach. They 19 get all the approaches. We get the departures at 300 feet. 20 What actually caused this process tonight is the 21 attempted use of the same kind of waiver by the City, okay. 22 We've got this temporary facility. We are just going to make 23 it permanent; therefore, we can waive it. Slide by EIR. 24 We are here tonight because citizens put their 25 feet down. They are putting their feet down and saying, You</p>

<p style="text-align: right;">Page 34</p> <p>1 are not going to do this. No more fox in the hen house. 2 Anyway, the City's contact to date has been 3 despicable in this; and you have to analyze 25 right, the 4 impacts of flights on homes, schools, park, property. We've 5 got schools right under the departure by large commercial jet 6 aircraft. They just can't use that runway for it. 7 And there is a very simple answer. As owner of 8 this airport, we can stop this meeting tonight. As owner of 9 this airport, the City of Long Beach under Part 139 of the 10 FARs can rescind certification for both runways and we go 11 back to being Long Beach airport without the airline. 12 13 (Audience Applause.) 14 15 MS. CHRIS EBERHARD: Thank you. 16 MR. LARRY MEBUST: Give him back their money, the 17 federal government, give them back their money, okay. And we 18 go back to being one -- probably one of the finest Southern 19 California receptacles for very light jet aircraft. Those 20 aircraft bring millionaires here, not Orange County people 21 going to New York cheap. 22 One final comment. I am going to put my money 23 right where my mouth is. This is a check for Long Beach 24 Hush, 500 bucks. I don't have it to spend anymore like 25 anybody else does but my house means this much to me. I want</p>	<p style="text-align: right;">Page 36</p> <p>1 make those decisions from the information we have. We have 2 different load capacities in the airplanes. We have 3 different noise values from the airplanes. Everything has 4 changed, but the figures to do a mathematical construct of 5 what this EIR wants to tell us when it comes back to us are 6 not all there. 7 So where I am at -- and the other thing that's 8 important in discussing EIR, we were given the topics at the 9 head of this meeting, the aesthetics, the air quality, 10 biological resources, cultural resources, and so on and so 11 forth, our comments will be pigeonholed into those topics 12 because that's the construct of an EIR in the State of 13 California. If we can help them by saying, Hey, what I am 14 talking about? And what I am talking about, I believe, is 15 air quality but that topic needs to be expanded into the 16 health of our children, the health of our families, the 17 particles that rain down on us. 18 There's also noise and light. That's another 19 topic. Again, our comments go to those issues. We have to 20 be able to help the people who are doing this EIR come out of 21 that box that's simply going to limit the brick and mortar of 22 this project and expand it to the actual environmental impact 23 that we're going to have. 24 I have just another minute of time but I wanted 25 to bring to your attention something, and I appreciate to</p>
<p style="text-align: right;">Page 35</p> <p>1 to retire there. 2 3 (Audience Applause.) 4 5 MS. CHRIS EBERHARD: Next. 6 MR. GARY SHELTON: My name is Gary Shelton; G-a-r-y, 7 S-h-e-l-t-o-n. 8 One of the things that's causing tension and 9 conflict is the difference between what the developers of 10 this Environmental Impact Report seem to intend for it to 11 include and what the people want it to include. We hear the 12 word "existing" and that's really very important, folks. 13 The last EIR that was done was proposing 41 plus 14 25 flight structure in 1996 and we didn't have that many 15 flights at that time. Now we do. Now we have temporary 16 facilities just as was just mentioned and that's the existing 17 footprint that we're working on from this EIR. So this 18 building is brick and mortar that this EIR covers is really 19 what the City wants to limit our comments to when we're 20 trying to say, Hey, we have capacity at the airport that 21 didn't exist in the past and we want to make sure that that 22 capacity is now limited by the scope of this project to what 23 we have at the present what is existing, the 41 plus 25. 24 Now, if you will look at the 1996 EIR and you 25 look at the projected figures that we have here, you can't</p>	<p style="text-align: right;">Page 37</p> <p>1 Mr. Kunze mentioned also, the city manager's memo came out of 2 council last Tuesday evening, entitled environment -- 3 "Environmental Review Long Beach Terminal Area Enhancements," 4 highlight three or four sentences from it and make comments 5 on those. 6 Underlined in the first paragraph, he says, "No 7 project or plans are under consideration to change those EIR 8 covered operational limits in any way." Of course they're 9 not. We have operational limits in the municipal code. But 10 what is not dealt with yet in this EIR, what I am asked 11 for -- and what I am asking for is to determine the capacity 12 of this new building for future aircraft in the event that we 13 don't have our municipal code covering with us with the 41 14 and 25. 15 16 (Audience Applause.) 17 18 MR. GARY SHELTON: Next paragraph down. Next paragraph 19 down mentions, "The terminal area enhancements are being 20 designed to accommodate passenger levels permitted by the 21 1995 Noise Capacity Ordinance." Well, they are being 22 designed for that; but, again, what is their capacity in the 23 future? Again, the capacity question comes up. 24 "The EIR will provide an inventory of existing 25 pollutant emissions by source," and blah, blah, blah, "and</p>

<p style="text-align: right;">Page 38</p> <p>1 will measure any change in these pollutants created by the 2 proposed project." Again, the -- "created by the proposed 3 project." We are in the existing amount of traffic at that 4 airport right now. The proposed project again is only the 5 bricks and mortar to turn these cardboard buildings into 6 cement walks. That's basically what it is. So we have to 7 expand their thinking out of that box.</p> <p>8 Lastly -- let me skip to that one and go -- 9 there's one 90-second paragraph and then I will be done.</p> <p>10 This is a report -- a memo that was given to the 11 City Council. It came to a vote. And Council voted to 12 accept the contents of this report unanimously on Tuesday 13 night, two days ago.</p> <p>14 Manager says, "Given the project under 15 consideration does not include a reassessment of the airline 16 and other flight activity levels at the airport, and that is 17 specifically gives consideration to facilities to accommodate 18 currently permitted activity and nothing more. It appears as 19 though the scope of the proposed EIR may not be broad enough 20 to address the questions addressing impacts beyond those 21 resulting from the defined project. However, it is our 22 recommendation to continue the public scoping progress," and 23 this is good, folks, "and to identify the proposed EIR scope 24 for our report back on December 2nd of this year." That's a 25 couple -- what is that: Six weeks from now?</p>	<p style="text-align: right;">Page 40</p> <p>1 impacts associated with the additional capacity potential 2 that will be created, that will be created, not just the 3 desired or optimum case situation, but the maximum capacity 4 must be evaluated.</p> <p>5 Regarding cumulative impacts. CEQA is very clear 6 that projects must be evaluated for both the projects 7 specific and cumulative impacts. The airport, it seems, have 8 inappropriately approved projects on an incremental basis 9 such as the recent approval of terminal facilities with a 10 negative declaration. This incremental project-by-project 11 approach circumvents both the spirit and the event of CEQA to 12 provide full disclosure, opportunity for public input, and 13 informed decision making with appropriate mitigations.</p> <p>14 In addition, the EIR must present a detailed list 15 of related projects, both current and proposed, including not 16 only the Boeing proposals, but other proposed commercial and 17 residential, industrial developments such as those in 18 Lakewood or Huntington Beach. Mitigation for those 19 cumulative impacts must also be contained in the EIR.</p> <p>20 Regarding technical studies. Additional 21 technical studies and analyses for both project and 22 cumulative impacts are to be required in the EIR. These 23 include, but are not limited to, one, updated information 24 such as noise, traffic, flights, and other base lines. 25 Information such as that presented in the 1986 EIR is</p>
<p style="text-align: right;">Page 39</p> <p>1 "If the final proposed EIR scope does not cover 2 all of the issues as we have been led to understand them, we 3 will provide additional options for the counsel's 4 consideration at that time."</p> <p>5 Folks, we have to follow up on that ourselves 6 because nobody else with. Thank you.</p> <p>7 MS. CHRIS EBERHARD: Thank you.</p> <p>8 9 (Audience Applause.)</p> <p>10 11 MR. CRAIG CARTER: Craig Carter, 4281 Country Club 12 Drive in Long Beach.</p> <p>13 Thank you for the opportunity to provide comments 14 on the record for what should be included in the airport EIR 15 under CEQA guidelines.</p> <p>16 Regarding the project definition and its 17 alternatives, this project and alternatives must clearly be 18 defined in the EIR, like the number of parking places, 19 building square footage, and location. These details should 20 not be postponed to a future time such as in a design phase. 21 CEQA requires that EIR consider the potential impacts of a 22 project.</p> <p>23 Since the proposed terminal improvements could 24 result in accommodating more passengers in flights than the 25 current condition, the EIR must evaluate environmental</p>	<p style="text-align: right;">Page 41</p> <p>1 outdated and cannot be relied upon; 2 Two, health risk assessment as was recently 3 completed for LAX should also be included; 4 5 (Audience Applause.)</p> <p>6 7 MR. CRAIG CARTER: Detailed hazardous waste 8 contamination evaluation should also be included; 9 Risk and safety impact statements should also be 10 included; 11 Five, Socio-economic studies looking at the 12 potential impacts of blight and resulting reduced property 13 values especially for residential property adjacent to the 14 airport and the flight path should also be included.</p> <p>15 Regarding mitigation measures. CEQA requires 16 that all reasonable mitigation measures be identified for 17 both projects specific and cumulative effects. These 18 measures should be real and enforceable. Standard conditions 19 of approval are not sufficient.</p> <p>20 In summary, the EIR must include, one, current 21 and relevant information, two, complete and quantitative 22 evaluations for project in cumulative impacts and, three, 23 identify all reasonable and enforceable mitigations.</p> <p>24 Thank you.</p> <p>25 MS. CHRIS EBERHARD: Thank you.</p>

<p style="text-align: right;">Page 42</p> <p>1</p> <p>2 (Audience Applause.)</p> <p>3</p> <p>4 MR. DOMINIC LAVOIE: My name is Dominic Lavoie,</p> <p>5 L-a-v-o-i-e. I live at 5200 East Burnett Street in the</p> <p>6 Fourth District. Make this real sweet.</p> <p>7 I am sick and tired of being waken up at 2:00 in</p> <p>8 the morning.</p> <p>9</p> <p>10 (Audience Applause.)</p> <p>11</p> <p>12 MR. DOMINIC LAVOIE: I'm tired of looking at my pool</p> <p>13 when I get up and seeing black soot all on top of it because</p> <p>14 the filter hasn't been working. Something needs to be done</p> <p>15 and done now. Thank you.</p> <p>16</p> <p>17 (Audience Applause.)</p> <p>18</p> <p>19 MS. CHRIS EBERHARD: Thank you.</p> <p>20 MR. PAT MULLIGAN: Pat Mulligan; P-a-t,</p> <p>21 M-u-l-l-i-g-a-n. I live on Weston Place.</p> <p>22 As part of the EIR for the airport expansion,</p> <p>23 accurate measurements should be taken at the noise levels and</p> <p>24 chemical pollution caused by the planes taking off and</p> <p>25 landing at Long Beach Airport. Current methods measure</p>	<p style="text-align: right;">Page 44</p> <p>1</p> <p>2 (Audience Applause.)</p> <p>3</p> <p>4 MR. BRUCE ALTON: Good evening. Bruce Alton,</p> <p>5 A-l-t-o-n. I am a member of L.B. Hush II.</p> <p>6 And what I wanted to bring to your attention is</p> <p>7 that the issues we're discussing tonight have been discussed</p> <p>8 for quite a long time in our communities, and what I would</p> <p>9 like to do is pretty much describe to you the very first</p> <p>10 meeting we had on November 4, 2002, almost a year ago, in our</p> <p>11 councilman's office, Rob Webb, who set up this meeting.</p> <p>12 We had the director of public works, who is no</p> <p>13 longer with Long Beach. I think we had two since then now.</p> <p>14 And also the environmental officer for the City who has since</p> <p>15 retired. Nevertheless, we have been dripping water on what</p> <p>16 the scope of the EIR should be for well over a year, and I</p> <p>17 think we still have some issues that need to be addressed and</p> <p>18 fleshed out.</p> <p>19 One of them is the fact we have two existing</p> <p>20 EIRs, one done in 1989 and one done in 1995. It's our view</p> <p>21 that the passage of time alone has rendered them moot. Too</p> <p>22 much has changed. The operation of the airport that</p> <p>23 surrounds the communities, what would have been consistent in</p> <p>24 an EIR at that time has dramatically changed; and we feel</p> <p>25 that we really need to start over with respect to an EIR and</p>
<p style="text-align: right;">Page 43</p> <p>1 pollutant and noise level and a few monitored stations</p> <p>2 situated around the airport and, as a result, to determine</p> <p>3 those levels over the airport and surrounding homes. This is</p> <p>4 not an accurate method of recording this vital information</p> <p>5 and subject to interpretation.</p> <p>6 Landing and takeoff patterns vary dramatically</p> <p>7 during the day. I recently heard testament at the Long Beach</p> <p>8 City Council that indicates many Long Beach pilots are aware</p> <p>9 of the location of the existing monitors and tend to direct</p> <p>10 their flights away from them.</p> <p>11 The results of noise and pollution should be the</p> <p>12 backbone of the EIR and, as such, should be accurate and not</p> <p>13 subject to statistical interpretation.</p> <p>14 The number of monitoring stations should be</p> <p>15 increased dramatically and set up in a grid pattern than</p> <p>16 around the airport to measure the real world conditions</p> <p>17 experienced by the homeowners and businesses that are in</p> <p>18 proximity to the airport.</p> <p>19</p> <p>20 (Audience Applause.)</p> <p>21</p> <p>22 MR. PAT MULLIGAN: This format will also reduce</p> <p>23 inaccuracies caused by faulty equipment and will reduce the</p> <p>24 possibilities that planes could avoid the monitors to skew</p> <p>25 the results.</p>	<p style="text-align: right;">Page 45</p> <p>1 what it covers at the Long Beach Airport.</p> <p>2 The specific elements that we ask for a year ago,</p> <p>3 the first one, all airport operational activities taking</p> <p>4 place on Long Beach Airport property and all other sites</p> <p>5 supporting airport operations represent the EIR project area,</p> <p>6 not two terminal buildings and one parking structure, but the</p> <p>7 entire airport area.</p> <p>8</p> <p>9 (Audience Applause.)</p> <p>10</p> <p>11 MR. BRUCE ALTON: The EIR will address the following</p> <p>12 operational scenarios with respect to aircraft flight levels</p> <p>13 generating environmental impacts. The first of one -- which</p> <p>14 is exactly what the current scope of the EIR says. We will</p> <p>15 look at 41 flights, commercial, 21 flights -- 25 flights</p> <p>16 commuter, and deal with what the environmental impacts would</p> <p>17 be from that level of flight activity. I think we are in</p> <p>18 agreement with that. But we wanted to do more.</p> <p>19 The structures right now, if you look at the per</p> <p>20 hour rate of flights leaving and arriving at these</p> <p>21 structures, the airport's open 15 hours a day. Less than</p> <p>22 three hours a day, possibly four now that we are growing in</p> <p>23 flight levels, we are at capacity. What we want to see is an</p> <p>24 EIR that says those holdrooms are at capacity for all the</p> <p>25 hours that this airport is open and what are the</p>

<p style="text-align: right;">Page 46</p> <p>1 environmental impacts of full utilization of what you want to 2 do with respect to the terminal buildings and parking. 3 In 1989 we hear the airport supported 41 flights 4 with the original terminal building, and there may have been 5 an additional small building. I'm not positive there. And 6 the rhetoric was people were lined up out Douglas Avenue and 7 the fire marshal was saying he is going to lock the doors. 8 He won't let anymore people in that airport structure. That 9 supported 41 flights in 1989. 10 Using those same ground rules, we feel an EIR 11 snapshot has to be taken. What would the environmental 12 impacts be of this airport and throughput of passengers 13 through it and flights taking off from it before the fire 14 marshal would say, You cannot jam one more person in that 15 building? 16 We think those are capacity issues that need to 17 be addressed in this EIR. 18 The EIR will also include all environmental 19 impacts generated by military and other flights outside the 20 scope of the noise agreement. 21 22 (Audience Applause.) 23 24 MR. BRUCE ALTON: We understand that those flights 25 cannot be used in the calculation of our noise budget; but</p>	<p style="text-align: right;">Page 48</p> <p>1 very much shrift to the elements that we feel are important 2 and have taken the time to deal with our elected officials 3 and also City staff. We would hope to see these elements 4 included in the scope of the EIR. Thank you very much. 5 6 (Audience Applause.) 7 8 MS. MILDRED CARR: My name is Mildred Carr, that's 9 C-a-r-r. I live in Bixby Knolls, District 8, right under the 10 takeoff flight pattern. 11 Last Saturday evening my husband and I decided to 12 eat our evening meal on our patio and we hosed it off. Just 13 before coming to this meeting, I went out and cleaned our 14 table one more time and I'd like to show you the filthy mess. 15 16 (Audience Applause.) 17 18 MS. MILDRED CARR: This mess comes from one table, one 19 small table. I would like to present it to the committee on 20 the health risk analysis as Exhibit A. 21 22 (Audience Applause.) 23 24 MR. JEFF CUSSO: I'm Jeff Cusso [phon.], 5310 Los Lomas 25 Street, a mile-and-a-half away from flight pattern.</p>
<p style="text-align: right;">Page 47</p> <p>1 they, nevertheless, create environmental impact. We think 2 they should be included in the scope of this effort. 3 Finally, with respect to the scope, each airport 4 has a set of graphs that are created with certain islands 5 circling the runway that represent the degree of sound that 6 is generated as you go further and further away from the 7 airport. There's a 75DB island, a 70DB, 65DB, and so on. 8 And you see what is the actual plot print of noise generated 9 in the community. 10 We feel that those footprints need to be 11 established per each of these scenarios I have just described 12 so we see what it is throughout the community. 13 There's an area -- one other item that we brought 14 up and I know it is a matter of some contention but, 15 nevertheless, we addressed this a year ago, and that was that 16 this EIR shall reflect the strategy and objectives of a 17 published Long Beach Airport master plan. What are we doing 18 and where are we going? 19 20 (Audience Applause.) 21 22 MR. BRUCE ALTON: The last poll we said a year ago this 23 EIR will include a comprehensive health risk assessment. It 24 doesn't appear that the individuals who have been charged 25 with bringing us where we are now with the NOP have given</p>	<p style="text-align: right;">Page 49</p> <p>1 I would like know what the environmental impact 2 is of a jet waking me up at 7:00 in the morning with a big 3 rumbling. That could get to my health on a Sunday morning. 4 And there's an article out on the internet 5 talking about this Boyd research that says that it's number 6 of passengers leaving from Long Beach Airport was grown 508% 7 by the year 2008. I want to know what would be the impact of 8 that. 9 Also, I am interested in -- since east Long Beach 10 seems to be pitted against downtown Long Beach and the 11 developers down there and the Queen Mary and all that, I 12 would like to consider the possibility of forming our own 13 City Council, having east Long Beach secede and call it the 14 City of East Long Beach and more likely represent our 15 interests which seems to be opposed to the other parts of the 16 city. 17 As regards to the expansion of facilities at Long 18 Beach Airport to accommodate the 41 flights approximate to 19 those flying out of Long Beach airport, I am against the 20 expansion. The obvious reason is it will have a negative 21 impact on my family which lives in a nice house my family 22 built 40 years ago after my father finished his stint as a 23 Navy stationed here. At the time I was growing up, this area 24 was very much less impacted by noise from aircraft of all 25 types as well as vehicular traffic, noise from freeways and</p>

<p style="text-align: right;">Page 50</p> <p>1 surface streets. The flight path for jets is currently about 2 one and one-half miles from our house, major surface streets 3 running near our house and also near the airport and Lakewood 4 boulevard.</p> <p>5 The focus on the Environmental Impact Report on 6 issues that are incidental to the quality of life resulting 7 from airport facility enlargement while purposely ignoring 8 the obvious negative blows that the flights are having on 9 noise is having on impact on residents and neighborhoods is 10 criminal. It is like assessing the impact of the manufacture 11 of guns on the acres surrounding a factory without looking at 12 the environmental impacts on the human species which are 13 being harmed with those guns.</p> <p>14 There is no acceptable noise limit. We should be 15 working to eliminate the use of the airport --</p> <p>16 (Audience Applause.)</p> <p>17</p> <p>18</p> <p>19 MR. JEFF CUSSO: -- by an estimated 3.9 million 20 passengers of 300% this year when there are only 450,000 21 residents or so living here.</p> <p>22 Are we to be a toxic dumping ground for the 23 airport passengers from surrounding cities?</p> <p>24 The best way to reduce the number of flights 25 overhead is to stop bending over backwards to accommodate the</p>	<p style="text-align: right;">Page 52</p> <p>1 us when we were walking out of a meeting. These things will 2 not come out of this shirt and this person was soaked and I 3 was also. And this kind of stuff happens all the time.</p> <p>4 I live right across from Cal State Long Beach and 5 right across from an elementary school, and I hose my patio 6 furniture off every couple days. And there's fluid leaking 7 out on our cars. Our kids are breathing this pollution. We 8 are maxed out already with noise and pollution and our 9 nighttime --</p> <p>10</p> <p>11 (Audience Applause.)</p> <p>12</p> <p>13 MS. JAN SAMPSON: -- at nighttime we cannot get a 14 decent night's sleep. There is rarely a night that goes by 15 now that I am not woken up several times during the night 16 with airplanes flying over, and they may not be large 17 commercial jets but even small planes are very disrupting and 18 they wake us up and that causes stress. And the health 19 concerns are really scary.</p> <p>20 And this talk about expanding the airport has me 21 so nervous. I feel like all the years, 20 some years, I have 22 lived in my home and now I am thinking about selling when I 23 don't really want to sell. I am being forced to consider 24 that. And we just cannot allow this expansion. I am scared 25 and I'm tired of this situation and we've got to cut back</p>
<p style="text-align: right;">Page 51</p> <p>1 persons that want to use our air space. Obviously, if all 2 450,000 residents took to the skies and used aircraft daily, 3 there would be chaos. So why should a few corporate entities 4 which are not even human residents be allowed to ruin the 5 quiet enjoyment and relaxation the way most Long Beach 6 residents normally enjoy the natural resource, the sky, 7 without harming or bothering anyone? Rest, enjoyment, and 8 relaxation are things that enhance life and longevity for 9 residents. Clean skies, quiet, except for the joyful sound 10 of birds, is just an expected commodity as water is for fish. 11 This quiet daily enjoyment is the way the overwhelming number 12 of residents rely on our shared sky.</p> <p>13 Please work to save our peace and tranquility. 14 Our enjoyment of what we have taken for granted. The 15 sanctity of our homes is quiet rejuvenation for our bodies 16 and souls in an environment that has come to be all about the 17 money.</p> <p>18</p> <p>19 (Audience Applause.)</p> <p>20</p> <p>21 MS. JAN SAMPSON: My name is Jan Sampson. I live at 22 1877 Briton Drive in the Los Altos district, Fourth District.</p> <p>23 I have Exhibit B. This is a t-shirt that was 24 worn Monday night coming out of a meeting at Cal State Long 25 Beach when a plane fluid and hydraulic fluid leaked all over</p>	<p style="text-align: right;">Page 53</p> <p>1 this airport, not enlarge it.</p> <p>2</p> <p>3 (Audience Applause.)</p> <p>4</p> <p>5 MS. RAE GABELICH: My name is Rae Gabelich. I am the 6 president of L.B. Hush II, G-a-b-e-l-i-c-h.</p> <p>7 My first comment is on the NOP; and, as I read 8 the NOP, I understood it to say that Mestre-Greves that's 9 doing the noise study. Did I pronounce that correctly? If 10 there's going to be an air quality study, they will also be 11 considered as the company that will do that, and I would like 12 to know if that presents a conflict of interest.</p> <p>13 I think the air quality study should have to be 14 done outside that has nothing to do with the City.</p> <p>15 And the rest of my comments will be in writing.</p> <p>16 And I would like to suggest to all of the 17 audience that you please do provide your written comments by 18 October 22. Be as specific as you possibly can be. And copy 19 it to L.B. Hush II.</p> <p>20 Also, I strongly urge you to attend the 21 December 2 Council meeting where the EIR -- the scope of the 22 EIR, will be addressed. This is the meeting but that's where 23 the pressure comes. Those are our elected officials that 24 will determine what the scope of the Environmental Impact 25 Report will contain. So please keep your energy up and bring</p>

<p style="text-align: right;">Page 54</p> <p>1 your holiday cookies and enjoy the show.</p> <p>2 Also, at this last Council meeting, Councilman</p> <p>3 Calona proposed creating another community advisory group to</p> <p>4 analyze the concerns of the public and the scope of the EIR.</p> <p>5 I don't think we need another layer of political difficulty.</p> <p>6</p> <p>7</p> <p>8 (Audience Applause.)</p> <p>9</p> <p>10 MS. RAE GABELICH: It creates expanding the delay</p> <p>11 tactics and we need to have action now and we need to be able</p> <p>12 to go on with our lives and know that we are being protected</p> <p>13 and our concerns are being addressed. Thank you.</p> <p>14</p> <p>15 (Audience Applause.)</p> <p>16</p> <p>17 MS. CHRIS EBERHARD: Thank you.</p> <p>18 MS. TRACY EGOSCUE: Good evening. My name is Tracy</p> <p>19 Egoscue; T-r-a-c-y, E-g-o-s-c-u-e. I live on Boyer Avenue in</p> <p>20 Long Beach.</p> <p>21 And in the interest of full disclosure, I am</p> <p>22 going to tell you that I am the executive director and</p> <p>23 environmental attorney for Santa Monica Bay Keeper. I was</p> <p>24 formally a deputy attorney general in the Attorney General's</p> <p>25 office in the State of California where I dealt with CEQA</p>	<p style="text-align: right;">Page 56</p> <p>1 (Audience Applause.)</p> <p>2</p> <p>3 MS. TRACY EGOSCUE: And this is where the meat of</p> <p>4 the -- this is the road.</p> <p>5 Under page 6, hydrology and water quality, would</p> <p>6 the project -- and as I go down to subset E, "create or</p> <p>7 contribute runoff water which would exceed the capacity of</p> <p>8 existing or planned storm monitor drainage systems?" I am</p> <p>9 very concerned about this aspect of the scoping process</p> <p>10 because later on this page, actually, when it wraps around to</p> <p>11 page 7, it says that, "because this airport is under the</p> <p>12 jurisdiction of the MPDS permit, the project is going to be</p> <p>13 held to those requirements in the permit and, therefore, the</p> <p>14 EIR will not discuss these issues further." I take issue</p> <p>15 with that and I encourage and plead this city to take into</p> <p>16 account my city, my city that I live in that I have a</p> <p>17 three-year-old son, to take into account the storm water</p> <p>18 effects of this increase in building, the increase in baggage</p> <p>19 claim, the increase in parking structures, and please</p> <p>20 understand that the fact there is no increase in impervious</p> <p>21 surface doesn't mean there isn't an increase in storm water</p> <p>22 pollution runoff. Please go back to the box and check it and</p> <p>23 take it into account. Thank you very much.</p> <p>24</p> <p>25 (Audience Applause.)</p>
<p style="text-align: right;">Page 55</p> <p>1 among other issues. But I am here tonight, not only as the</p> <p>2 bay keeper, but as a mother and a resident of Long Beach, and</p> <p>3 I appreciate the opportunity to comment on the NOP, our</p> <p>4 notice of preparation.</p> <p>5 Before I go into it, I will be brief, I promise.</p> <p>6 I want to make a note that I went on the Long Beach Airport</p> <p>7 web site in doing my research and background; and Long Beach</p> <p>8 dutifully records the noise violations, the daily noise</p> <p>9 violations. In September there were only 11 days without a</p> <p>10 violation. In August there were only three.</p> <p>11 Before -- I'd like to go to page 15 under</p> <p>12 hydrology and water quality of the NOP, subset A, does this</p> <p>13 or would this project violate any water quality standards or</p> <p>14 waste discharge requirements? There's a no mark in the box.</p> <p>15 There's no check. I hope that's some sort of mistake.</p> <p>16 On page 2 of the environmental analysis and</p> <p>17 explanation of checklist responses under air quality, one of</p> <p>18 the bullet points is "determine existing ambient air quality</p> <p>19 in the vicinity of the airport." As has been testified to</p> <p>20 tonight by other people, it is not very good, and I would</p> <p>21 like to suggest as part of the scoping process that that is</p> <p>22 not the base line for the air quality of the airport. That</p> <p>23 we come up with a base line in ambient air quality of an area</p> <p>24 that is actually clean.</p> <p>25</p>	<p style="text-align: right;">Page 57</p> <p>1</p> <p>2 MS. CHRIS EBERHARD: Thank you.</p> <p>3 MR. ALBERT GUERRA: My name is Albert Guerra,</p> <p>4 G-u-e-r-r-a. I reside in California Heights, 900 East 36th</p> <p>5 Street. I am the president of the Cal Heights Neighborhood</p> <p>6 Association, and I am just west of the airport so on the</p> <p>7 departure. And I along with the others that were here are</p> <p>8 concerned for our health, the environment; but one thing that</p> <p>9 hasn't been mentioned is the other things that take place at</p> <p>10 the airport; i.e., we almost had an air show here a few weeks</p> <p>11 ago. We were scared to death because we had a home and</p> <p>12 garden tour. There was an annual event for us. And that</p> <p>13 same day there was an air show scheduled. If a few airplanes</p> <p>14 shake our windows in the middle of the night, can you imagine</p> <p>15 what an air show would do in our neighborhood?</p> <p>16 Anytime things like that take place, we want to</p> <p>17 make sure an environmental report is done on whether or not</p> <p>18 our neighborhood can take that. Not only are we wiping our</p> <p>19 tables, but we are fixing cracks in our walls. And historic</p> <p>20 district, we are the largest in Long Beach, at some point</p> <p>21 something's going to give. Yes, it is only buildings but it</p> <p>22 is part of our history and we live in our history, our kids</p> <p>23 live in our neighborhoods. We breath. We're the filters for</p> <p>24 the airport. And I can't state it any other way.</p> <p>25 My wife for -- we have only lived seven years in</p>

<p style="text-align: right;">Page 58</p> <p>1 our neighborhood and she says, "I dust every day and it 2 doesn't seem to do any good." 3 Finally, put two and two together, it is flying 4 over your heads. The comment about us being builders is 5 true. My youngest son has asthma. On busy airport days we 6 can see my son starts to cough a little bit more than normal. 7 It is a direct attribute. 8 As a parent, what do you do? Do you move away 9 from an airport to protect your child's safety or do you 10 protect the city and stand by and make the airport reduce 11 itself in size? Thank you. 12 13 (Audience Applause.) 14 15 MS. CATHY NELSON: My name is Cathy Nelson, Cathy with 16 a C, N-e-l-s-o-n. I live in California Heights. 17 I am kind of disappointed in a way that we are 18 going to have all this research done and yet, like someone 19 pointed out, every day I have -- they are in violation of 20 their airport laws. I can't help but wonder if we are going 21 to stay the same size, why are we upscaling? If we have 22 improvements, I think it should be, like, for safety, for 23 passenger screening for our safety. 24 I do not think we need increase in parking. 25 Increase in parking means increase in pollution.</p>	<p style="text-align: right;">Page 60</p> <p>1 what altitude is. And also Long Beach State, they are 2 constantly down too low there. Los Altos shopping center, 3 too low, too low. Carol, you know about that. 4 Thank you very much. 5 Regulations, the tower, that needs to crap out on 6 these guys. 7 MS. CHRIS EBERHARD: Thank you. 8 9 (Audience Applause.) 10 11 MS. LYNN JENSEN: My name is Lynn, L-y-n-n, Jensen, 12 J-e-n-s-e-n. I live at 5120 Patterson Street in Stratford 13 Square area. 14 In the notice of preparation in the 15 transportation and traffic portion, that's one of the issues, 16 environmental issues, that is going to be addressed in the 17 EIR. I feel it's imperative that the responsible agency, 18 i.e., the city of Long Beach, include the Boeing project when 19 considering what the cumulative effect is going to be on 20 traffic in this area. They need to consider both the Boeing 21 project and the project that is within the scope of this EIR. 22 This is going to have a tremendous impact on traffic, noise, 23 and pollution in our community. 24 25 (Audience Applause.)</p>
<p style="text-align: right;">Page 59</p> <p>1 When I have gone to the Long Beach Airport, I 2 have never had a problem in finding parking. 3 I really thank all the people that have done all 4 this research and I hope they are listened to because it is 5 important for us, the citizens of Long Beach, and especially 6 in the California Heights area. Thank you. 7 8 (Audience Applause.) 9 10 MS. CHRIS EBERHARD: Thank you. 11 MR. JAMES KELLY: My name is James Kelly, 5815 Lehigh 12 Street, Long Beach, K-e-l-l-y, District Five Council. 13 This is an attitude on altitude. Huntington 14 Beach has had a round of new complaints on flights. They 15 have a very strong in that area on closing El Toro. As soon 16 as they closed El Toro, the flight patterns were opened up. 17 Now, all the airlines are taking a long country run at a low 18 level coming into Long Beach. 19 Okay. I'm a 25 right guy. About by the Marshal 20 Jr. High Middle School. It's regulation, flight regulation. 21 You don't go below 500 feet when you hit the site above 22 from -- for the airport fence. I don't know when anyone 23 flying in from that direction has been within regulation, 24 200, 250, 300 feet. 25 I'm an old fire controlman from the Navy. I know</p>	<p style="text-align: right;">Page 61</p> <p>1 2 MS. CHRIS EBERHARD: Thank you. 3 MS. JOANN MATTICE: My name is Joann Mattice, 4 M-a-t-t-i-c-e. I live on Keever in Bixby Knolls area. 5 I am sorry I couldn't be more professionally 6 prepared but I wanted to concur with a lot of thoughts that 7 have been brought forward tonight. 8 I live right directly under the takeoff. They're 9 at full throttle, and they are giving us all they got from 10 rattling windows to destroyed yard furniture to automobiles 11 having been put under canopies so they are not left with 12 deposits of oil which will stain if you don't have enough wax 13 on your cars, to issues of my health which are of great 14 concern to me which I certainly couldn't document. But I 15 have lived in the neighborhood since 1984. So I have lived 16 in the neighborhood since the airport nuisance was on Sunday 17 afternoon when everybody took their planes out. 18 I get woken up every morning at 7:00. Sometimes 19 as late as 11:00 my life is being disrupted either on the 20 telephone, TV. Talking with friends, we have to stop 21 conversations, literally, sometimes for as much as 30 and 60 22 seconds, which doesn't sound like much but when it is 23 happening all day long, morning, noon, and night, it is quite 24 intrusive. It creates anxiety. 25 I feel at this point in my life that I am in a</p>

<p style="text-align: right;">Page 62</p> <p>1 state of limbo because I don't feel it is a good investment 2 to put more money into my home. The property values are up 3 now and I am thinking do I need the take the money and run 4 because how do you fight city hall? How do you fight city 5 hall? 6 I think what we have to do is stop compromising. 7 We have compromised by letting them have the flights they 8 have. Instead of giving them more, I think we should be 9 talking about taking that away -- 10 11 (Audience Applause.) 12 13 MS. JOANN MATTICE: -- and telling our city council 14 members that that's how we feel about it because, after all, 15 they are our elected officials. 16 I go to a neighborhood Hush meeting where I have 17 never seen my council representative in person. I only see 18 her representative. I never see him. That's one of the 19 things. 20 I'm, like, do I want to sell after I've lived 25 21 years in this neighborhood? And I can't make a decision 22 because the City of Long Beach can't make a responsible 23 decision. 24 So I suggest that, not only do we ask for a 25 reduction, but we also ask for -- I'm sorry. I lost my train</p>	<p style="text-align: right;">Page 64</p> <p>1 So my suggestion is that the Environmental Impact Report do a 2 study that's comprehensive that looks carefully at the 3 impacts of increased flights on the urban forests because I 4 think that is critical. 5 I think that's all I have to say. We are doing a 6 tree planting on November 8 on Walnut Avenue because part of 7 what we are doing we need to mitigate the impact of our 8 existing flights over our neighborhood. Thank you. 9 10 (Audience Applause.) 11 12 MS. CHRIS EBERHARD: Thank you. 13 MR. HANS LEES: My name is Lees, L-e-e-s, first name is 14 Hans, H-a-n-s. And I live in the Bixby Knolls area. So I 15 live directly in the takeoff flight path. 16 I'm sorry I forgot to bring my t-shirts. I have 17 about two dozen at home, dirty and more dirt than that which 18 is, so to speak, of the pollution that we are suffering here. 19 My -- a lot of people have been talking here 20 about the pollution, air pollution and noise pollution, and 21 not many people at this point in time have addressed the 22 safety. I am going to talk about safety. And when I talk 23 about safety, I mean if the City of Long Beach or the FAA for 24 that matter can give me any guarantee that not one aircraft 25 ever will take off and crash on my house or a piece of the</p>
<p style="text-align: right;">Page 63</p> <p>1 of thought. 2 I also ask you people to put your money with your 3 mouths are. Give some money, 25 bucks, a hundred bucks, 500 4 bucks likes this gentleman here. I applaud him. 5 I started looking at the little Hush notices 6 coming to my house and stuck a check in an envelope. Thank 7 you. 8 9 (Audience Applause.) 10 11 MR. JAMES KAO: Good evening. My name is James Kao, 12 K-a-o. I live at 3605 Walnut Avenue in California Heights. 13 Those of you in my neighborhood probably know me 14 as the "tree guy" because I am coordinator of California 15 Heights Relief, we a part of Cal Heights Neighborhood 16 Association, and our mission is to plant more street trees in 17 the neighborhood. 18 Why I want to speak tonight is there's been a lot 19 said about the health risks to humans in population. I am 20 all for that, but nothing is, I don't think, ever being 21 really addressed in the EIR about studying the health of our 22 biological resources which is our urban forests. 23 The reason why I bring this up because urban 24 forests that we have in our community acts as our lungs which 25 helps us to breath in an increasingly polluted environment.</p>	<p style="text-align: right;">Page 65</p> <p>1 aircraft will fall off, fall on me. 2 Now, if the city or the FAA, for that matter, I 3 don't like them either, they cannot give us, the people here, 4 it cannot guarantee us here that this will not occur then I 5 say the City or the FAA have got no business whatsoever to 6 have any aircraft from which the planes are taking off over 7 residential area. And if the City and the FAA cannot give us 8 that guarantee, I believe we have to remove that airport or 9 find an airport somewhere else and stop having to continue 10 the airport with its present operation. 11 The second guarantee I was looking for is about 12 the expansion. What's worrying me is there really expand to 13 make the improvements of the airport that will only open up 14 the door to more flights eventually. 15 16 (Audience Applause.) 17 18 MR. HANS LEES: I don't know if the city can give us 19 the guarantee that they will not come back later on and say, 20 We have a beautiful airport. We have a parking structure and 21 all that. We can easily accommodate more flights. 22 I know we have a noise bucket. I don't believe 23 in that noise bucket because I believe in no politicians. 24 They always find a way around it. They will find a way 25 around it to by-pass the noise bucket.</p>

<p style="text-align: right;">Page 66</p> <p>1 And what I am saying is I have the experience 2 saying that because I live here for 40 years, and the City 3 has increased the flights from four to seven to 15 all the 4 way up to 41. They have lied to us. They have broken 5 promises. What guarantee do I have or do we have that they 6 will not again break their promise and lie to us again and 7 shove down more flights down our throat? 8 9 (Audience Applause.) 10 11 MS. JANE NADEAU: My name is Jane Nadeau, N-a-d-e-a-u. 12 I live at 3933 Lemon. I am a member of Hush II. And the 13 noise issue has been the thing that's bugged me the most, but 14 now that I am reading the NOP, the health risk issue I think 15 needs to be addressed, and I was really surprised to see it 16 wasn't in the EIR. 17 I think the health risk study needs to be very 18 specific. It needs to include children. It needs to include 19 seniors and all of us in between. It needs to talk about 20 possible reproduction problems that might be occurring. The 21 asthma issue needs to be addressed. 22 It needs to be as detailed as you can possibly 23 make it. Bring in all kinds of doctors. You have lots in 24 the neighborhood that will be more than will to probably help 25 you out with this.</p>	<p style="text-align: right;">Page 68</p> <p>1 and clean for I need to raise my family. 2 I think we need to recognize the reason we are 3 here tonight and that is because the City Council has given 4 the airport manager the directive maximizing the use of the 5 airport. That's why we are here. It is plain and simple. 6 We don't need another committee. We just need the people who 7 have the ability to say "no." 8 What I'd like covered in the EIR is what's going 9 to happen when the noise ordinance goes away, when it gets 10 legally challenged in court and it is gone and we have an 11 expanded facility? 12 What I want the EIR to account for is the total 13 number of flights the facility would hold with no noise 14 ordinance because someday someone's going to challenge it. 15 When it goes away, what happens to us? If you build it, they 16 will come. 17 18 (Audience Applause.) 19 20 MS. CHRIS EBERHARD: Thank you. 21 MS. BARBARA SHOHE: My name is Barbara Shohe, 22 S-h-o-h-e. My husband Lee and I have lived at 4120 Locust 23 Avenue for 31 years, and I am here tonight speaking as an 24 individual not representing organized real estate in any way; 25 however, my husband and I have been in real estate for 22</p>
<p style="text-align: right;">Page 67</p> <p>1 It needs to include, also, the equipment on the 2 airport proper, all the trucks, the planes, the cars. That 3 needs to be included in the study as well, not just the 4 airplanes that are annoying the heck out of us every day 5 flying over the houses and rattling windows, but the 6 equipment. If you bring in more flights, you will bring in 7 more equipment. There will be more gasoline, fuel, diesel, 8 whatever, tires. All that stuff needs to be included in the 9 EIR report. 10 It also needs to include the surrounding areas. 11 I was here, Saturday for a little while, and couple of folks 12 talk about the historic buildings on the airport property. 13 Cal Heights is a historic neighborhood, so are parts of Bixby 14 Knolls. We care about our houses. We want them to be 15 protected, and we'd need the EIR to include all of the areas 16 impacted by the airport, not just the airport proper because 17 that's minor compared to what we are going through on a daily 18 basis. Thank you. 19 20 (Audience Applause.) 21 22 MS. CHRIS EBERHARD: Thank you. 23 MR. PATRICK O'DONNELL: My name is Patrick O'Donnell, 24 O-d-o-n-n-e-l-l. I am a Los Altos resident born in Long 25 Beach, very proud of my community and I want to keep it safe</p>	<p style="text-align: right;">Page 69</p> <p>1 years, specialized in the Virginia Country Club, Bixby 2 Knolls, and Cal Heights. 3 In the past few months, we had over a dozen calls 4 from people saying they are worried about airport expansion; 5 and, like the woman in exhibits 1 and 2, actually, these 6 folks are thinking about selling their homes. Most of them 7 have lived in their homes for over 10 and some cases over 30 8 years. They love their homes, their neighborhoods, and Long 9 Beach, yet the threat of airport expansion is very worrisome. 10 We've already listed and sold three homes for 11 people who are worried about the airport. 12 When we show property, we always disclose the 13 airport. In fact, I always say, "Listen to the airplane when 14 one goes over." Although, fortunately, some people say they 15 can live with the noise, many people make other decisions. 16 The market is strong now but we are concerned 17 when the market goes back to normal and people have a choice 18 of a home impacted by airplanes and one that isn't, they will 19 selected one that isn't. 20 I am not sure how to include this in the EIR but 21 there are wonderful neighborhoods on both sides of the 22 airport with a very substantial tax base to benefit all of 23 Long Beach. These neighborhoods need to remain strong if 24 Long Beach is to remain the wonderful community it has been 25 for us for 31 years. Thank you.</p>

<p style="text-align: right;">Page 70</p> <p>1</p> <p>2 (Audience Applause.)</p> <p>3</p> <p>4 MS. CHRIS EBERHARD: Thank you.</p> <p>5 MR. MIKE KOWAL: My name is Mike Kowal, K-o-w-a-l. I</p> <p>6 live on Pine Avenue in Bixby Knolls.</p> <p>7 I have a few concerns and I want to address for</p> <p>8 the majority of audience. It is getting late and I know we</p> <p>9 had standing room only earlier here.</p> <p>10 A couple of them are to encourage all of the</p> <p>11 concerned residents of Long Beach and outside of Long Beach</p> <p>12 that are finding airport impact, not only with just the</p> <p>13 noise, but all the environmental concerns, that health is</p> <p>14 very, very important and we have no idea we are living in</p> <p>15 toxic air now. And to include anything else is just beyond</p> <p>16 belief that the City would even allow or suggest such a thing</p> <p>17 happen with airport expansion.</p> <p>18 However, it's very, very important, as Ray</p> <p>19 Gabelich stated earlier, that we attend the December 2 Long</p> <p>20 Beach City Council meeting to hear what is going to be</p> <p>21 included in the scope of this EIR that we are giving</p> <p>22 testimony to now. My concerns will be in writing and will be</p> <p>23 mailed to the City of Long Beach. Hopefully, it will be</p> <p>24 received and accepted. It will be postmarked on or before</p> <p>25 the 22nd. And I assume and I would like to have an answer</p>	<p style="text-align: right;">Page 72</p> <p>1 the reports on LongBeachreport.com, a very good,</p> <p>2 well-reported news computer database reporting service.</p> <p>3 Follow the reports on LongBeachhush.com and support Long</p> <p>4 Beach Hush the best you can financially, donations, any way</p> <p>5 you can because the fight is just now begun. It will</p> <p>6 continue and there is going to be a lot of money to keep it</p> <p>7 going. Thank you so much.</p> <p>8</p> <p>9 (Audience Applause.)</p> <p>10</p> <p>11 MS. CHRIS EBERHARD: Thank you.</p> <p>12 Yes, ma'am.</p> <p>13 MS. CAMIE DEAN: Hi. I'm Camie Dean and I'm president</p> <p>14 of Long Beach Council PTA. I live at 3149 Hackett Avenue.</p> <p>15 And C-a-m-i-e-d -- Oh, wait. That's my e-mail.</p> <p>16 C-a-m-i-e-d -- wait, wait. Camie and then Dean, D-e-a-n.</p> <p>17 My board actually had to vote for me to come</p> <p>18 here. I have an executive board of 90 people. We had to</p> <p>19 vote, and it was overwhelming unanimously that we need to</p> <p>20 come here.</p> <p>21 What we are asking is that you do a health</p> <p>22 environmental impact study.</p> <p>23 This week I was -- I am talking to the Gant PTA</p> <p>24 president. She informed me that when the plane flies over</p> <p>25 they have to stop all learning. In my view is a Presidential</p>
<p style="text-align: right;">Page 71</p> <p>1 that that will be accepted as long as the postmark's on the</p> <p>2 22nd.</p> <p>3 Time is short. I am concerned about people that</p> <p>4 are responding with e-mails being limited to only 500 words.</p> <p>5 I don't understand the logic with that. Certainly I do the</p> <p>6 attachment but the size of the e-mail. I see no -- if I can</p> <p>7 give you a document of 100,000 words or 10,000 pages, I see</p> <p>8 no reason that an e-mail should be limited.</p> <p>9 I'd like to know if I do decide to send an e-mail</p> <p>10 if I can send you two, 500 each. I think it is important to</p> <p>11 know people who don't respond with e-mail. I don't think</p> <p>12 that should be limited.</p> <p>13 I think the meeting tonight is very, very good.</p> <p>14 I think the meeting that was held Saturday could have been</p> <p>15 better attended had the City done the right job and</p> <p>16 publicized it the way they should have. There was one ad in</p> <p>17 the Press-Telegram. There was no report of the Saturday</p> <p>18 meeting. I don't think we can depend on our local press, the</p> <p>19 Long Beach Press-Telegram, to report and educate the public</p> <p>20 about the concerns that we are talking about.</p> <p>21</p> <p>22 (Audience Applause.)</p> <p>23</p> <p>24 MR. MIKE KOWAL: I want to say the leaks. I suggest</p> <p>25 that the public -- possibly those that have computers follow</p>	<p style="text-align: right;">Page 73</p> <p>1 blue ribbon school and a California distinguished school, so</p> <p>2 I think that's really important to know that, okay. I am</p> <p>3 representing 95,000 kids and 18,000 parents. I have a letter</p> <p>4 for you.</p> <p>5</p> <p>6 (Audience Applause.)</p> <p>7</p> <p>8 MS. CHRIS EBERHARD: Thank you.</p> <p>9 MS. MEGAN EGOSCU: My name is Megan Egoscue;</p> <p>10 M-e-g-a-n, E-g-o-s-c-u-e.</p> <p>11 My point of coming here today is that I have been</p> <p>12 in politics for eight years. It doesn't look like it tonight</p> <p>13 but I am. I have worked for United States Senator Barbara</p> <p>14 Boxer and Dianne Feinstein.</p> <p>15 I want everybody to take a look to the left and</p> <p>16 right at the city officials and the consultants here, and</p> <p>17 they kind of have a glazed look over their face. It is</p> <p>18 because this is really meaningless to them. The only way we</p> <p>19 can stop this is money and our voices as what happened to El</p> <p>20 Toro Air Force Base.</p> <p>21 We have to stand up and be vocal. We have to</p> <p>22 call the mayor. We have to call our elected officials. And</p> <p>23 that's the only way. So this is great that everybody's here</p> <p>24 tonight. We need to keep going. We need to stay connected</p> <p>25 with Ray. We need to give money. Everybody needs to show up</p>

<p style="text-align: right;">Page 74</p> <p>1 and make noise, call news stations, do whatever they can. 2 They don't care about this. They don't think 3 this is going to do anything. This is another step in the 4 motion to build their terminals. Be loud and be vocal. 5 6 (Audience Applause.) 7 8 MS. CHRIS EBERHARD: Thank you. 9 MS. GERRI CHIZECK: My name is Gerri Chizeck; 10 G-e-r-r-i, C-h-i-z-e-c-k. I'm a resident of California 11 Heights. I've lived there for one month on Rose Avenue, and 12 I'm also head of school at Westerly School of Long Beach, 13 which is a stone's throw from here and a stone's throw from 14 the airport. 15 And I'm here tonight to say I am here at the 16 bequest of parents of our school and also of myself and that 17 I am scared after hearing some of the statements tonight 18 about the environmental impacts. 19 I can tell you at our school we have several 20 acres of grass, but when the children play outside, they 21 can't hear each other. They can't hear the teachers speaking 22 to them when the planes go over. We can't open the doors or 23 windows of our classrooms because the planes are always going 24 over. And many of the students have asthma. 25 After hearing what I have heard today, I can only</p>	<p style="text-align: right;">Page 76</p> <p>1 that at least each and every one of us are representing two 2 or three other families who couldn't be here tonight. 3 I have three short points. Like many people in 4 the audience tonight, I travel on business. I travel 5 hundreds of thousands of air miles and I have been in 6 hundreds of airports around this country and around the 7 world. Other than two issues at Long Beach Airport, there is 8 nothing wrong with the facility at Long Beach Airport. It's 9 my opinion that the only change that should be made should be 10 to protect the technical equipment for security and to ensure 11 that the security personnel have a place to rest during their 12 watches so that we are protected once we get on board 13 aircraft. 14 About quarter to midnight on Tuesday night as I 15 was watching the City Council meeting, in answer to a 16 question from the audience, I believe it was the City 17 Attorney who indicated that at the time that an expansion was 18 completed at Long Beach Airport that the question was would 19 the city have the ability to expand the number of flights? 20 And the answer, if I understood correctly from the City 21 Attorney, was "No. The City would not. But the FAA has the 22 ability to demand it." 23 As I am kind of juggling the numbers of when the 24 construction is going to be completed versus when our current 25 law is going to end, 2008, I think it's about the same time.</p>
<p style="text-align: right;">Page 75</p> <p>1 imagine why some of this is occurring. 2 I bought a house one month ago in California 3 Heights and I'm also a little worried for myself. I had to 4 sign a statement saying I understood that there was an 5 airport nearby, but everybody told me, "Don't worry. They're 6 just little small planes and occasional helicopters." Well, 7 I used to live by the flight path of Santa Monica Airport and 8 those are the biggest and loudest small planes that I have 9 ever seen. And I have flown small planes so I know that's 10 not entirely true. 11 I know now there could be a health impact on me, 12 on the people I have at my house, on the environment around 13 my house. So I am asking for a comprehensive EIR including 14 the health concerns that everyone else has here. And for the 15 sake of the children as well as the residents, please listen 16 to what people are saying tonight. Thank you. 17 18 (Audience Applause.) 19 20 MS. CHRIS EBERHARD: Thank you. 21 MS. JANET MEBUST: My name is Janet Mebust, 22 M-e-b-u-s-t. I live at 3632 Walnut Avenue, right under 25 23 right. 24 Before I make my comments, I think that I would 25 like to, hopefully, speak for all my neighbors here to say</p>	<p style="text-align: right;">Page 77</p> <p>1 So I question in the EIR why we would need to have six 2 additional parking spaces for air carriers. 3 And specifically with regard to the EIR, many 4 people here tonight have mentioned health. I think health as 5 well as everything else other than aesthetics is really 6 critical that we've taken a look at. I would specifically 7 like to request that mental health be included in that plan. 8 We've heard from probably at least 50 people here 9 in line tonight, and I think I share with them as well as 10 everybody else in the room, the amount of stress and fear 11 that these aircraft have brought to us, not only the aircraft 12 specifically over our houses, but the additional pollution 13 and all the other decisions that come such as, Gee, we just 14 decided we are going to make this our retirement home. 15 Should we sell now? 16 I don't think any of us want to lose the value in 17 our homes but, more specifically, we don't want to lose the 18 value in our own health including our mental health. Thank 19 you. 20 21 (Audience Applause.) 22 23 MS. CHRIS EBERHARD: Thank you. 24 MR. JORGE LOZANO: Hi. Jorge Lozano. I just purchased 25 a house in Los Altos; and we want our daughter to go to a</p>

<p style="text-align: right;">Page 78</p> <p>1 good school, you know, Cannes Elementary. But now, my 2 daughter, she can't sleep well at night and we are worried 3 about that.</p> <p>4 And, also, I would like the EIR to take into 5 account also that Long Beach has the largest -- one of the 6 largest ports, seaports, in the nation. There's a lot of 7 pollution already coming from that. I'm really worried about 8 that, and I hope you guys take in consideration the health of 9 our kids.</p> <p>10 MS. CHRIS EBERHARD: Can you spell your name. 11 MR. JORGE LOZANO: Jorge Lozano, L-o-z-a-n-o. 12 MS. CHRIS EBERHARD: Thank you. 13 MS. RENEE MONROY: Hi. My name is Renee Monroy, 14 M-o-n-r-o-y, Ferro Street in Long Beach.</p> <p>15 And I want to echo our political friend here to 16 support Hush and any group that is looking out for our best 17 interests because I don't think our council people are. I 18 think the EIR report -- who's doing this and whose favor is 19 it going to be in?</p> <p>20 Why are we even considering an expansion of an 21 airport that is already causing all the problems that it is 22 causing?</p> <p>23 I'm \$500 into an architect plan into an addition 24 on my house, canceled it because of the expansion. Stress, 25 crying on and off for the last week or so because we are</p>	<p style="text-align: right;">Page 80</p> <p>1 to expand, and expanding the load bearing capacity airport is 2 going to make that worse. We need to take that into 3 consideration for the EIR.</p> <p>4 On the City Council meeting a couple nights ago 5 when the issue was brought up to the City Council about the 6 fact that renovating these buildings increases the load 7 bearing capacity of the airport, everyone here should know 8 that your mayor, Beverly O'Neill, disagreed with that 9 statement and she said, "I don't see how making people 10 comfortable increases their capacity of the airport." So I 11 would pay very close attention to how your mayor and city 12 council are representing your interests in taking care of 13 your children in the community because in my opinion they are 14 not doing so. And the fact that the EIR at this point here 15 after we made a request is only considering the impact of the 16 buildings shows you that that's not taking place.</p> <p>17 Something else that I don't believe has been 18 mentioned tonight is that while renovating the buildings 19 doesn't necessarily cause a problem with our noise bucket 20 allowance, having nicer buildings may prompt air carriers to 21 become more interested in their ability to fly people in and 22 out of Long Beach and that in itself may prompt lawsuits to 23 overturn the allowance. And so we are on a slippery slope 24 here. I think everybody should recognize that playing nice 25 with the airlines and saying we are going to make them more</p>
<p style="text-align: right;">Page 79</p> <p>1 between a rock and a hard place. We try to sell. Who's 2 going to buy? Who wants to live in this situation?</p> <p>3 Oh, hey, just some people have asthma, just some 4 people are getting cancer but don't worry about the 5 expansion.</p> <p>6 I mean, everybody, stick with Long Beach Hush II 7 and the people that truly care about your best interest 8 because the City doesn't. Thank you.</p> <p>9 10 (Audience Applause.)</p> <p>11 12 MS. CHRIS EBERHARD: Thank you. 13 MR. THOMAS CRAHAN: Hello. My name is Thomas Crahan 14 and I live at 3919 Lemon Avenue in Long Beach. Just three 15 short points.</p> <p>16 The EIR needs to, not only include the 17 environmental impacts due to the airport expansion, but when 18 we study those impacts, the load bearing capacity of the air 19 of this community needs to be taken into consideration and 20 account for the emissions produced by the airport that is 21 unregulated because of international cargo ships coming into 22 our ports. That's a major source of pollution. Expansion of 23 710 freeway and the refineries.</p> <p>24 So already AQMD has identified Long Beach as a 25 problem spot because of these sources at allowing the airport</p>	<p style="text-align: right;">Page 81</p> <p>1 comfortable may cause them to get more interested and try to 2 overturn the ordinance as it is.</p> <p>3 As the consultant said in the City Council 4 meeting, the consultant that works with -- that is hired by 5 Chris Kunze, really what limits the noise of this airport is 6 its load carrying capacity. Fundamentally that's it. When 7 we increase that load bearing capacity, we open ourselves up 8 to the possibility and the desire by the people who can make 9 money in this operation to do so.</p> <p>10 11 (Audience Applause.)</p> <p>12 13 MS. CHRIS EBERHARD: Thank you. 14 Excuse me, I believe you've spoken already. So 15 what I am going to do -- there's one person behind you. 16 Anyone else, especially if you want to make your comment and 17 leave, before we start people making a second comment, if 18 there's anyone other than this woman, please. Thank you.</p> <p>19 MS. MERILEE ATKINSON: My name is Merilee Atkinson; 20 M-e-r-i-l-e-e, A-t-k-i-n-s-o-n.</p> <p>21 My husband and I bought a home in Bixby Terrace 22 about two years ago. Formerly, I lived for almost 20 years 23 in Belmont Heights, the area overseen my Councilman Calona. 24 It is no secret to me that this other part of Long Beach, 25 probably anything south of the traffic circle, is heavily</p>

<p style="text-align: right;">Page 82</p> <p>1 influenced by business interests. Councilman Calona is 2 typical of that. He lives in Belmont Shore, heavily involved 3 in Belmont Shore Improvement Association, and the City 4 Council reflects a lot of the attitudes toward community and 5 business that Councilman Calona represents. They do not care 6 about residents of Long Beach in the airport area. They're 7 very complacent.</p> <p>8 I encourage our communities to follow on with 9 other recommendations here to support Hush II and community 10 groups because they are the ones that have our best interest 11 at heart at the grass roots level. And don't let the 12 business interests of the other part of Long Beach that is 13 not affected by airport traffic take over this process. 14 Thank you.</p> <p>15 16 (Audience Applause.) 17</p> <p>18 MS. CHRIS EBERHARD: Thank you.</p> <p>19 MR. TOM GILL: Good evening. My name is Tom Gill, 20 G-i-l-l. I live in Cal Heights, and I don't have anything 21 prepared but I will make it brief.</p> <p>22 I got involved a couple days ago when I found 23 that orange flyer on my doorstep. And one simple observation 24 is it doesn't take a brain surgeon to figure out if you are 25 going to expand the holding room for passenger security</p>	<p style="text-align: right;">Page 84</p> <p>1 it.</p> <p>2 3 (Audience Applause.) 4</p> <p>5 MS. CHRIS EBERHARD: Thank you.</p> <p>6 MR. NEIL PHOUTRIES: My name is Neil Phoutries, spelled 7 P-h-o-u-t-r-i-e-s. I live in Long Beach. I have been a 8 resident of this area since 1971.</p> <p>9 And what I want to say is that when we first 10 moved here we were okay living with a few flights over our 11 head. Like many of you here, we have been at these meetings 12 and meetings and meetings for 33 years. And each time we 13 have been to these meetings, these EIR reports and these 14 airport advisory groups have all been a ruse to enhance the 15 idea of airport expansion. It has done nothing to protect 16 the residents of this community that's impacted by the 17 airport.</p> <p>18 Now, Mayor O'Neill does not understand term 19 limits. How is she going to understand the limit airport 20 expansion?</p> <p>21 Also, the City Council is not -- talks out of two 22 sides of its mouth. Three or four weeks ago we went to 23 another meeting and they were handing out fliers. One 24 comment on the flyer was we are going to blame JetBlue for 25 airport expansion. Read down a few more paragraphs and it</p>
<p style="text-align: right;">Page 83</p> <p>1 screening, the concession area, the baggage security 2 screening, the south baggage claim belts, the north baggage 3 claim belts, the parking spaces, the aircraft parking 4 positions you are not going to increase that would increase 5 the number of flights. It is just about the dollar. That is 6 my first observation.</p> <p>7 8 (Audience Applause.) 9</p> <p>10 MR. TOM GILL: My concern is, one, I don't know if I am 11 going to technically say it correctly, but I think the EIR 12 needs to be performed by an independent outside firm. And I 13 am concerned about what the increase or the expansion of the 14 airport is going to have on, number one, my physical health. 15 I am outside a lot running and sucking all these fumes in. 16 That's the first thing.</p> <p>17 Secondly, the stress that the noise causes is 18 unbearable, and I think couple -- two weeks ago some big jets 19 were coming over 25 left or right, I don't know where it is, 20 and it scared the crap out of me and my fiancée. We are 21 getting married in six days. She wanted to move immediately 22 and she wants to move still. And I got to tell you I have 23 lived in that house for four years. I love it there and put 24 a lot of money into it, but I am thinking twice about putting 25 anymore money into it until this thing is resolved. That's</p>	<p style="text-align: right;">Page 85</p> <p>1 was somebody else blaming the airport expansion.</p> <p>2 Like I say, hang on to your councilpeople. I 3 don't trust them. I never have. They've always talk out of 4 both sides of their mouths. We have to live with the airport 5 and I am willing to live with a few aircraft, but this thing 6 of pushing them and pushing it and pushing more aircraft, 7 more flights, three here, four there, has got to go. There's 8 got to be a limit set on this and we've got to do it now and 9 to be willing to live with it and, hopefully, to rescind it. 10 Thank you very much.</p> <p>11 12 (Audience Applause.) 13</p> <p>14 MS. CHRIS EBERHARD: Thank you.</p> <p>15 MR. BRUCE WATKINS: My name is Bruce Watkins, 16 W-a-t-k-i-n-s. I live on Myrtle Avenue in Bixby Knolls.</p> <p>17 I have been a resident for Long Beach five years. 18 I moved here because I had friends that told me this is a 19 wonderful neighborhood. I am very disappointed at the 20 expansion plans but most disappointed in the fact this city 21 does not recuse itself from managing the EIR.</p> <p>22 I have been blessed to work with some companies 23 that have been involved with some very visionary prospects 24 for small and large cities, third Street Promenade in Santa 25 Monica, Times Square in New York. I was involved with groups</p>

<p style="text-align: right;">Page 86</p> <p>1 that went in and put in commercial enterprises that work with 2 true visionaries in municipal governments that took places 3 that were down, that had bad reputations, and turned them 4 around. 5 The history since I have moved here that I have 6 watched Long Beach has -- the decisions they've made, Pine 7 Street, Queensway Bay, and probably the most disgraceful 8 thing when the City Attorney cut that deal with JetBlue. 9 10 (Audience Applause.) 11 12 MR. BRUCE WATKINS: In the corporations I have been in, 13 the CEO and I as the VP of HR would have gone in and fired 14 our general counsel for doing something that underhanded 15 without the permission of city government. Maybe I am wrong 16 but that and that alone shows if it is not corruption, it is 17 incompetence in city government, and this process needs to be 18 taken away from city government and given to an independent 19 group that will give us a true accounting of what this risk 20 is for us. 21 22 (Audience Applause.) 23 24 MR. BILL CLIATT: My name is Bill Cliatt, C-l-i-a-t-t. 25 I probably can talk loud enough for you to hear me. I am a</p>	<p style="text-align: right;">Page 88</p> <p>1 living in Long Beach because they are very politically driven 2 and money driven and I am just a little bit tired of it. 3 I have lived in Cal Heights for six years. Up 4 until a year-and-a-half ago I could have written off the 5 airport as charming. The small planes on Saturdays, 6 ambience. Now it has gotten to the point where it is 7 absolutely interfering with human life and that's not 8 acceptable. 9 10 (Audience Applause.) 11 12 MS. CHRIS EBERHARD: Thank you. 13 MR. DAN FRELEAUX: I didn't get to spell my name. 14 F-r-e-l-e-a-u-x. First name is Dan. 15 And I just wanted to -- couple other issues. One 16 was someone mentioned safety. Where I live on Stearns Street 17 at Montair, the planes come in over my house or very close to 18 it, and there's also, apparently, a runway where small planes 19 take off and go from west to east; and I literally have 20 become very frightened, more times than I even care to think 21 about, at the proximity of the small planes leaving and the 22 jets landing. 23 I know from the angle on the ground they're 24 probably not as close as they look but they're too damn 25 close. I don't know what the FAA rules are with regards to</p>
<p style="text-align: right;">Page 87</p> <p>1 teacher at a school in Los Angeles. 2 I was born and raised in Long Beach and my 3 biggest concern is that throughout my lifetime I have had to 4 do things like this and I have had to write a check. You 5 guys are going to have to write checks to get this resolved 6 in Long Beach. 7 I'm shaking because I'm really upset. I would 8 like the City Council to come to my house at 5:00 in the 9 morning and sleep in my bed and be woken up by an airplane 10 that is so low you can feel the earth shake under your bed 11 and it is not in a good way. 12 13 (Laughter.) 14 15 MR. BILL CLIATT: I should not be able to hear the 16 little girl next door to my house wheeze. That's just not 17 something that should happen. She has asthma now because -- 18 I believe because of the airport. 19 I'm an avid gardener. I have a huge, lush garden 20 in my backyard; and it really bothers me to go in the 21 backyard and see living things covered with filth. That is 22 also what I am breathing. 23 Al was talking about us being human air filters. 24 It is absolutely true. So I encourage everybody to hold the 25 City Council responsible. I have had to do it all my life</p>	<p style="text-align: right;">Page 89</p> <p>1 proximity of flight or planes in the air. I know that you've 2 got a tower that is telling the pilots what altitude they 3 should be at and all of this good stuff. But, hey, they're 4 human beings. They are human beings. 5 And I live in a neighborhood that's surrounded by 6 homes and schools, and the airport traffic increase is -- 7 well, I don't need to say it. It is absurd and it is scary. 8 Also, last thing, JetBlue bought all those flight 9 slots with our facilities as they are. What the hell do they 10 need more facilities for? They bought it. They signed a 11 contract as it is. So what? They want more stuff now so 12 they can do what? Thank you. 13 A VOICE IN THE AUDIENCE: They're going to turn it into 14 JetBlue Airport. 15 16 (Audience Applause.) 17 18 MS. CHRIS EBERHARD: Thank you. 19 MS. JANET MEBUST: I had one statement I wanted to 20 make. Janet Mebust on Walnut Avenue. 21 I am saddened to say in my 23 years as a Long 22 Beach homeowner the most peaceful time that I have ever had 23 in my home were the three days following September 11 when 24 not one aircraft took off in this country. Thank you. 25</p>

<p style="text-align: right;">Page 90</p> <p>1 (Audience Applause.)</p> <p>2</p> <p>3 MS. CHRIS EBERHARD: Okay.</p> <p>4 DR. SCOTT GREEN: Hi. My name is Scott Green and I am</p> <p>5 from Huntington Beach.</p> <p>6 I just wanted to real quickly say I am going to</p> <p>7 be submitting another report where I think -- where I</p> <p>8 evaluate the noise budget analysis that's been made public</p> <p>9 here in October 2000, and I also combined comments made by</p> <p>10 airport officials in public meetings and some review of the</p> <p>11 litigation and settlement agreements that have occurred; and</p> <p>12 I think the case can be made that additional commercial</p> <p>13 flights can be allocated for -- or at least potentially will</p> <p>14 be allocated in the near future to airlines like JetBlue.</p> <p>15 And as a consequence, CEQA guidelines requires them to</p> <p>16 include those additional commercial flights within the scope</p> <p>17 of your project. Thank you.</p> <p>18</p> <p>19 (Audience Applause.)</p> <p>20</p> <p>21 MS. CHRIS EBERHARD: Thank you.</p> <p>22 MS. JOANN MATTICE: My name is Joann Mattice, and I</p> <p>23 just had one additional comment as well.</p> <p>24 Something we should be looking at immediately</p> <p>25 is -- I understand we have a curfew on the takeoff end of</p>	<p style="text-align: right;">Page 92</p> <p>1 "enhancement." They're doubling our airport. You took these</p> <p>2 plans down to the fourth floor of city council to double the</p> <p>3 size of your home and called it an enhancement, how do you</p> <p>4 think you'd be treated?</p> <p>5 Also, I belong to Hush II and we need bodies. We</p> <p>6 want to do a fundraising week. We need you to come to a</p> <p>7 fundraiser. We will set it up. We will get ahold of you</p> <p>8 because the only way we are going to even attempt to fight</p> <p>9 this thing is together. This is a real good start. We will</p> <p>10 get ahold of you. Thank you.</p> <p>11 MS. CHRIS EBERHARD: Thank you. Anyone else? He's</p> <p>12 headed this way. Yes, he is.</p> <p>13 MR. RYAN TICO: Good evening. About a year ago --</p> <p>14 MS. CHRIS EBERHARD: If I can interrupt. Your name?</p> <p>15 MR. RYAN TICO: Sorry. Ryan Tico, T-i-c-o. I live at</p> <p>16 3627 Rose Avenue.</p> <p>17 I'm a brand new homeowner, first time. Just got</p> <p>18 married October 12th of last year. And of 03 of November we</p> <p>19 bought our house, which made me very happy to give my new</p> <p>20 wife a house of her dreams with all the hard-earned money</p> <p>21 that I have made. And I really don't want it to go down the</p> <p>22 drain because of an airport expansion. That's all I have to</p> <p>23 say.</p> <p>24 (Audience Applause.)</p> <p>25</p>
<p style="text-align: right;">Page 91</p> <p>1 town. Is that the way it goes? But it is constantly being</p> <p>2 broken. And the fines that we are levying are ridiculous.</p> <p>3 Federal Express has more money at stake getting that plane</p> <p>4 off the ground at no matter what hour it is than paying</p> <p>5 \$1500. I think that fine should be substantially higher and</p> <p>6 I think that should be taken a look at that immediately.</p> <p>7 MS. CHRIS EBERHARD: Thank you. What I was going to</p> <p>8 suggest we do -- we have one more. What I was going to</p> <p>9 suggest we do have a few of the folks, like Kathleen here and</p> <p>10 Vince, that some of you may want to talk to on some of these</p> <p>11 issues in a little more detail. And Max is here also. Go</p> <p>12 ahead.</p> <p>13 MR. JOE SOPO: Joe Sopo, S-o-p-o.</p> <p>14 And one thing I would like to see included in the</p> <p>15 EIR is Boeing PacifiCenter. They are going to be building</p> <p>16 over there. That would need to be included in the EIR for</p> <p>17 the airport.</p> <p>18 And also blood testing. Blood testing would need</p> <p>19 to be done. Breast milk testing would need to be done. We</p> <p>20 are talking about -- we want to know how much this is really</p> <p>21 affecting us.</p> <p>22 Also, there was a new language that was being</p> <p>23 thrown about, a new word was being thrown about City Council</p> <p>24 meeting Tuesday night. That new word was "enhancement."</p> <p>25 That's what they are talking about. This whole thing is</p>	<p style="text-align: right;">Page 93</p> <p>1 MS. CHRIS EBERHARD: Thank you very much.</p> <p>2 MS. CLAIRE MURRAY: Forgive me but I had to overcome a</p> <p>3 fear to come up. Claire Murray, M-u-r-r-a-y.</p> <p>4 I just want to say that the arrogance that is</p> <p>5 felt by all of you city employees you could cut with a knife.</p> <p>6 The passion -- we are the City of Long Beach and I don't</p> <p>7 understand why you are not working to help us. And if you</p> <p>8 live in Long Beach, why aren't you concerned with our</p> <p>9 concerns?</p> <p>10 You can go to Long Beach Memorial Hospital and</p> <p>11 get records on my severely asthmatic son, and any doctor in</p> <p>12 Long Beach at Long Beach Memorial Hospital will tell you that</p> <p>13 we are a target area for environmental asthma now. And if</p> <p>14 you stayed up all night with your wheezing child that's</p> <p>15 gasping for air that says, "Mama, I want to breath," you</p> <p>16 would feel what I feel right now, the feeling of arrogance</p> <p>17 from all of you. That's all.</p> <p>18 MS. CHRIS EBERHARD: Thank you.</p> <p>19</p> <p>20 (Audience Applause.)</p> <p>21</p> <p>22 MR. HANS LEES: We talked about air pollution about</p> <p>23 what we are forgetting here is that the problem is the city</p> <p>24 of -- the Port of Long Beach has 35,000 trucks driving on the</p> <p>25 Long Beach Freeway every day. They are polluting the air for</p>

<p style="text-align: right;">Page 94</p> <p>1 five days a week. They want to increase to 2 million in a 2 month. And test proven 3,000 people die a year of air 3 pollution caused by the airport and by the Port of Long 4 Beach. And the City of Long Beach knows it and they don't 5 care whether people die or not. And I accuse the City to be 6 part of our conspiracy to premeditated murder because so many 7 people die a year because of the pollution created by both 8 the facilities, and I believe they should make the City 9 responsible for that.</p> <p>10 11 (Audience Applause.)</p> <p>12 13 MS. CHRIS EBERHARD: Thank you.</p> <p>14 What I would like to do now is the court reporter 15 is here for about another half an hour, and those of you who 16 maybe did not want to get up and speak publicly, you can come 17 up and we will put a chair there and you can sit and give 18 your comments to her personally; and, again, I encourage the 19 rest of you that talk with the consultants and with staff. 20 If there's any questions that you have or comments, we will 21 have comment cards that you can take with you or fill out 22 here.</p> <p>23 Thank you very much. We do appreciate all your 24 comments tonight. Thank you.</p> <p>25</p>	<p style="text-align: right;">Page 96</p> <p>1 going to interfere with my long-term health.</p> <p>2 And today I am 40 years old. I don't feel that 3 at the moment we are seeing any type of long-term health 4 issues, but it would be fascinating to see what would occur 5 20 years from now as far as residents that live in the City 6 of Long Beach, the increase in flights since my 20 years ago 7 up to present and into the future. That's my comment. 8 Please take that into consideration. Thank you.</p> <p>9 MS. MARCIA HARRIS: Marcia Harris; M-a-r-c-i-a, 10 H-a-r-r-i-s.</p> <p>11 And the elementary school in my neighborhood. Be 12 more concerned about elementary school kids and myself are -- 13 wanted to talk about a group that can't be represented here 14 and yet they play in Long Beach. Because there are animals 15 that live in the backyard all day long and feel the effects, 16 and we want that to be added onto the study and the facts of 17 what it does to our animals and excess of all these other 18 animals that are coming because of the flight like the 19 rabbits running loose in the neighborhood and all the weird 20 animals.</p> <p>21 MR. STEVE ROSS: Steve Ross, R-o-s-s, Cerritos Avenue 22 in Bixby Knolls.</p> <p>23 My comment is what is so damn important about the 24 airport? Aren't there other revenue makers that could just 25 as well or better than that? What's more important to this</p>
<p style="text-align: right;">Page 95</p> <p>1 (THE FOLLOWING COMMENTS WERE MADE 2 DIRECTLY TO THE COURT REPORTER.)</p> <p>3 4 MR. JOE VALLES: Joe Valles, V-a-l-l-e-s. I live at 5 4330 Myrtle, M-y-r-t-l-e, Avenue.</p> <p>6 Basically, I guess my issue is with regards to 7 long-term health issues with regards to the expansion of the 8 airport and increased flights out of Long Beach.</p> <p>9 This month will be nine years since my mom passed 10 away of cancer. She was 66 years old. Her mother died at 11 age 60. And within the last ten years, I've had numerous 12 aunts and uncles die of cancer ranging in age from age 60 13 down to age 48. My cousin Bobby.</p> <p>14 One thing that they had in common was that they 15 were raised in northern Wyoming close to Heart Mountain. 16 After talking with people and talking to my dad, it seemed 17 that within the State of Wyoming at that time during World 18 War II that there were a lot of aircraft missiles being 19 tested. I've also talked to complete strangers and we had 20 something in common with regards to cancer and where, you 21 know, our relatives were from. That was from -- they were 22 from the State of Wyoming, northern Wyoming.</p> <p>23 So I guess my point is with regards to all these 24 flights going over our homes every day, I have to wonder if 25 all this pollution that's being caused by these planes are</p>	<p style="text-align: right;">Page 97</p> <p>1 city: Big business or the people?</p> <p>2 MR. ANDREW GILLIS: Andrew Gillis, G-i-l-l-i-s. 3 Address 3814 Brayton, B-r-a-y-t-o-n, Long Beach.</p> <p>4 My wife's Merilee, previously spoke our concerns. 5 I wish to add mine for the health and peace of mind and 6 mental well being.</p> <p>7 I have also witnessed the apathy and the poor 8 concern for human life quality that Frank Calona had 9 exhibited, and it is obvious to me as a new homeowner that 10 Mr. Calona and others of political gain have no concern for 11 the well being of those of us who have to live with the 12 consequences of their financially-driven decisions.</p> <p>13 MS. JULIE MULLAN: My name is Julie, J-u-l-i-e, Mullan, 14 M-u-l-l-a-n.</p> <p>15 And my question is how are they going to do the 16 study to find out whatever residue may be spilling from the 17 planes? Like, what's the mile radius that it can expand to 18 and the area?</p> <p>19 And how are they going to study that or how is 20 that going to be part of the study?</p> <p>21 And, if so, how do they do that?</p> <p>22 23 (Whereupon, the meeting ended at 8:29 p.m.)</p> <p>24 25</p>